

THE COMMERCIAL MOTOR

FRIDAY, SEPTEMBER 22, 1961
ONE SHILLING

A 'POWER-PLUS' engine for the
COMET



15-19 m.p.g. with unfailing reliability

Of Leyland Comets, Messrs. P. H. Turner & Sons of Wilmington, Kent, say: "What we value most is their unfailing reliability which is essential for our business of handling perishable market garden produce. We have used the older type of Comet for the past ten years with no trouble at all, and we find our latest CS3 model with the 350 engine especially good to handle. It does 15 m.p.g. when laden in town traffic and from 16 to 19 m.p.g. on country roads."

Now with the new 370 Power-Plus engine, the Comet is an even better commercial proposition, giving more power, greater efficiency and the reliability which for years has been a feature of the Leyland. And what's more, specification for specification, a Leyland Comet costs no more to buy than an ordinary truck. It certainly costs less to run.

The Leyland 12 ton COMET

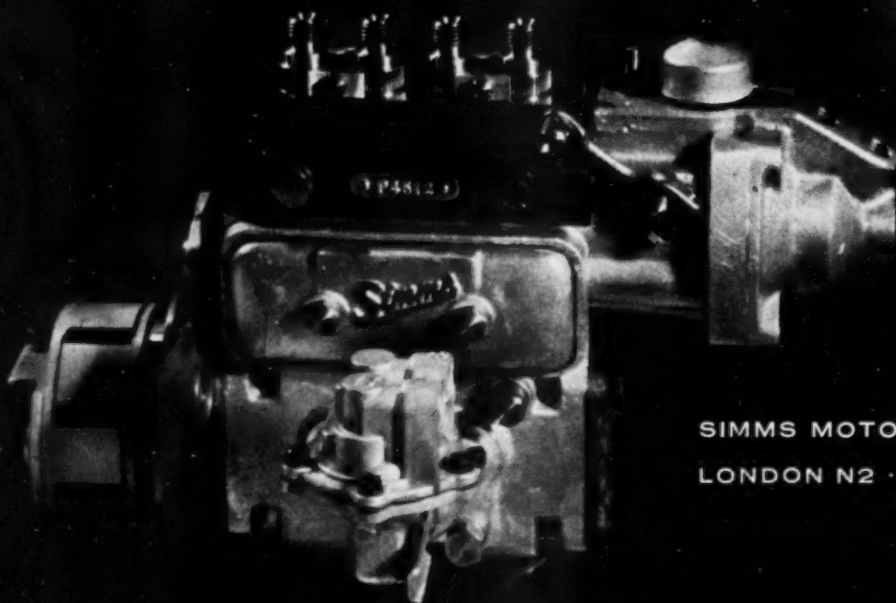
for record-beating economy



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Simms Minipump, the world's lightest and most
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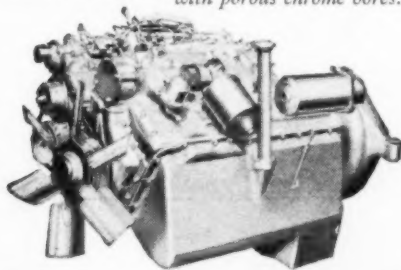
SIMMS MOTOR UNITS LTD
LONDON N2 · ENGLAND

KARRIER

'GAMECOCK' 3-4 TONNER



PETROL *phenomenal 91 b.h.p. 6 cylinder with porous chrome bores.*



DIESEL *new horizontal "Six-354" direct-injection developing 97 b.h.p.*

with alternative power units giving extreme economy and durability

With its manoeuvrability, low loading height and alternative 'under-floor' power units providing long periods of trouble-free service between overhauls, the Karrier 'Gamecock' is the ideal vehicle for the busy operator. The three-seat cab with panoramic windscreen affords maximum visibility and comfort for driver and two passengers, and it is insulated against noise and extremes of temperature, thus reducing driving fatigue to a minimum. Alternative wheelbases of 9' 7" and 11' 9" are available.

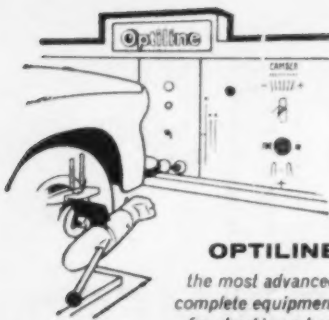
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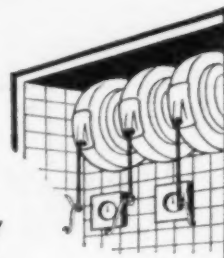
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the most advanced
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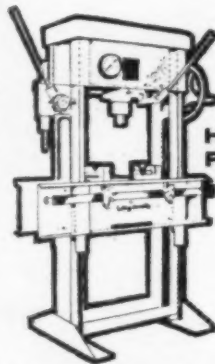


LUBAY
Hose reels
and lubrication
equipment, from
one unit to a
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How to save

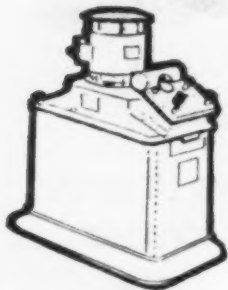


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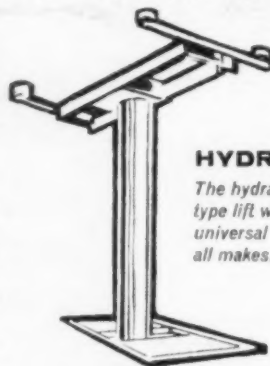


**HYDRAULIC
PRESSES**
30 and
50-ton
models.

To speed servicing and cut turnround time to the minimum Flowers have installed this 12-ton Laycock 'Electric Lift' at their Luton Brewery. Other Laycock efficiency aids, including mobile high pressure greasing equipment and a Laycock air compressor, can be seen in the picture.



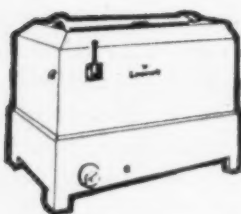
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type lift with
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Pressure cleansing tanks.

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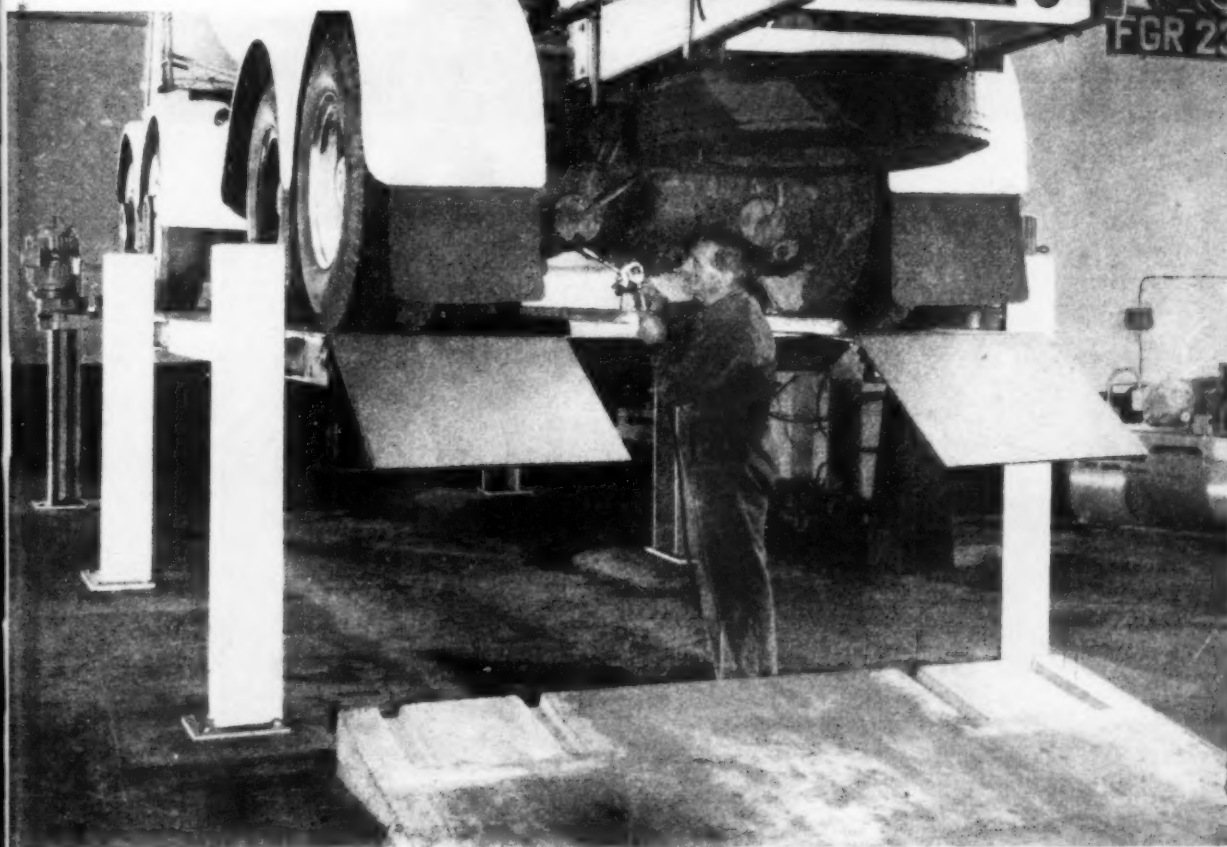
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Laycock service equipment covers every requirement of the fleet operator and service station. It includes hydraulic lifts, jacks and presses; cleansing tanks; wheel balancers and optical alignment equipment; compressed air accessories; washing and lubrication bay equipment.





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(PATENT No. 10667/59)

the last word in shutters

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise" "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.

* free brochure

Send now or phone for free illustrated brochure giving full details of Nyloy Roller Shutters.

DOVER ROLLER SHUTTERS LTD

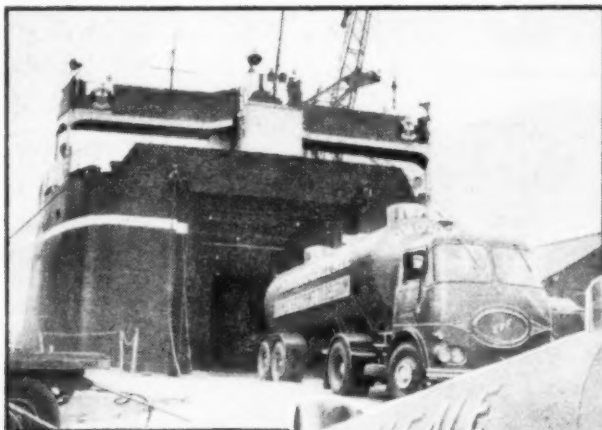
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CARRIED BY



The ERF Model 64-G-2 shown here makes regular trips to Belgium by cross-channel vehicle ferry carrying full loads of Simonds beer. The vehicle is powered by the popular Gardner 6LW oil engine and fitted with 5-speed gearbox and 2-speed rear axle. The two-compartment stainless steel tank has a capacity of 90 barrels and was made by Thompson Brothers of Bilston.



The ERF Brewers platform lorry below, one of a fleet operated by Wilsons Brewery Ltd., is on a Model 66(G)XSF chassis with ample capacity for loads of barrels or crates. It is also fitted with the ERF extra large cab, which besides giving the best possible visibility for driver also has accommodation for two loading assistants.



The ERF Range includes models for every branch of road transport from 6 to 75 tons capacity. Write for details of the ERF vehicle that can help to solve YOUR haulage problems.

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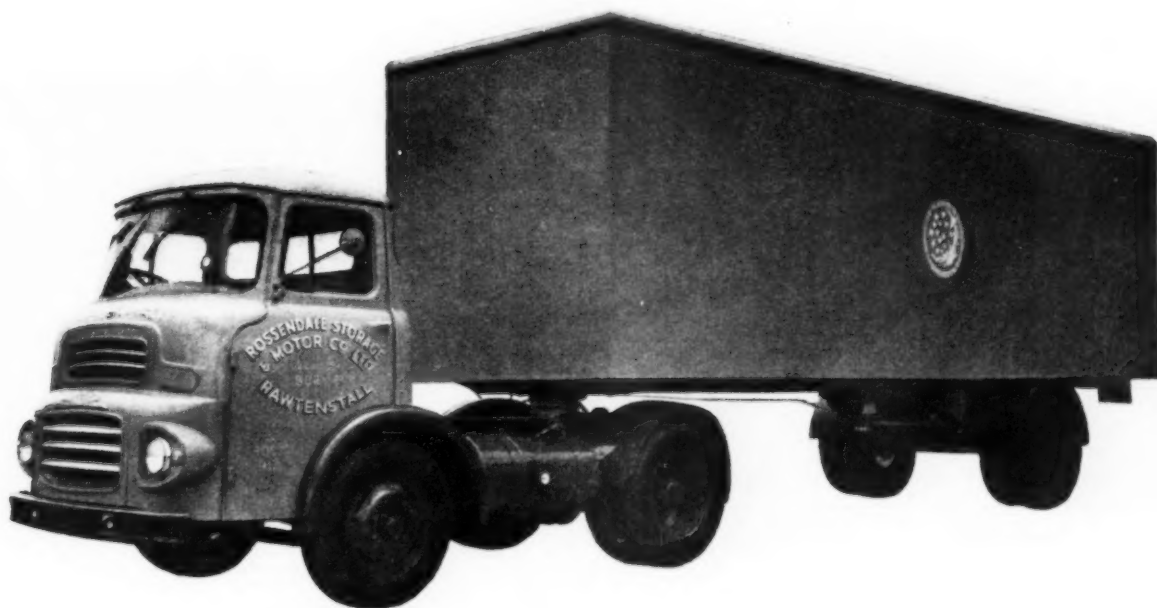
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REGENTS PARK ROAD,
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Unladen weight 2 ton 14 cwt. —check our price

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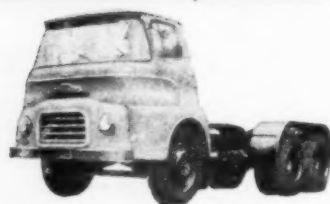
From factory to fitting station. "Primrose" aim for convenience for the operator—and a complete after sales service.



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THE COUNTRY!

"Primrose"
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**TWIN STEER
and THIRD AXLE**

for increased carrying capacity

Over the past few years, the name "Primrose" has become inseparable from "Third Axles" and "Twin Steers." The "Primrose" aim has been to design and produce third axle and twin steer assemblies suitably adaptable to almost every make of vehicle. From a comparatively small beginning, "Primrose" are now producing well over 1,000 assemblies each year and many of these are repeat orders placed by satisfied operators. "Primrose" design and produce top quality assemblies which are so individually suited to each particular vehicle that they become an integral part of the vehicle and not "just another axle tacked on." Whether the call be for third axle, twin steer or double drive—to suit platform or tipper—long, medium or short wheelbase, "Primrose" offer more choice to the operator than any other manufacturer in this field. Should the call come from a fleet operator or a one-truck operator, "Primrose" will advise, design and produce. "Primrose" assemblies are second to none!

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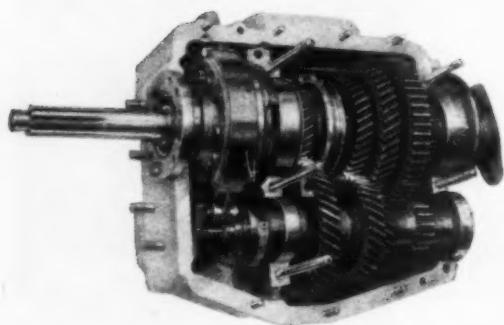


Part of the "Primrose" factory where the assemblies are fitted.

Some typical 'Primrose' assemblies

Made by **MOSS** **GEAR**

6 OR 8 SPEED GEARBOX



INCLUSIVE OF OVERDRIVE
INCORPORATING FINGERTIP
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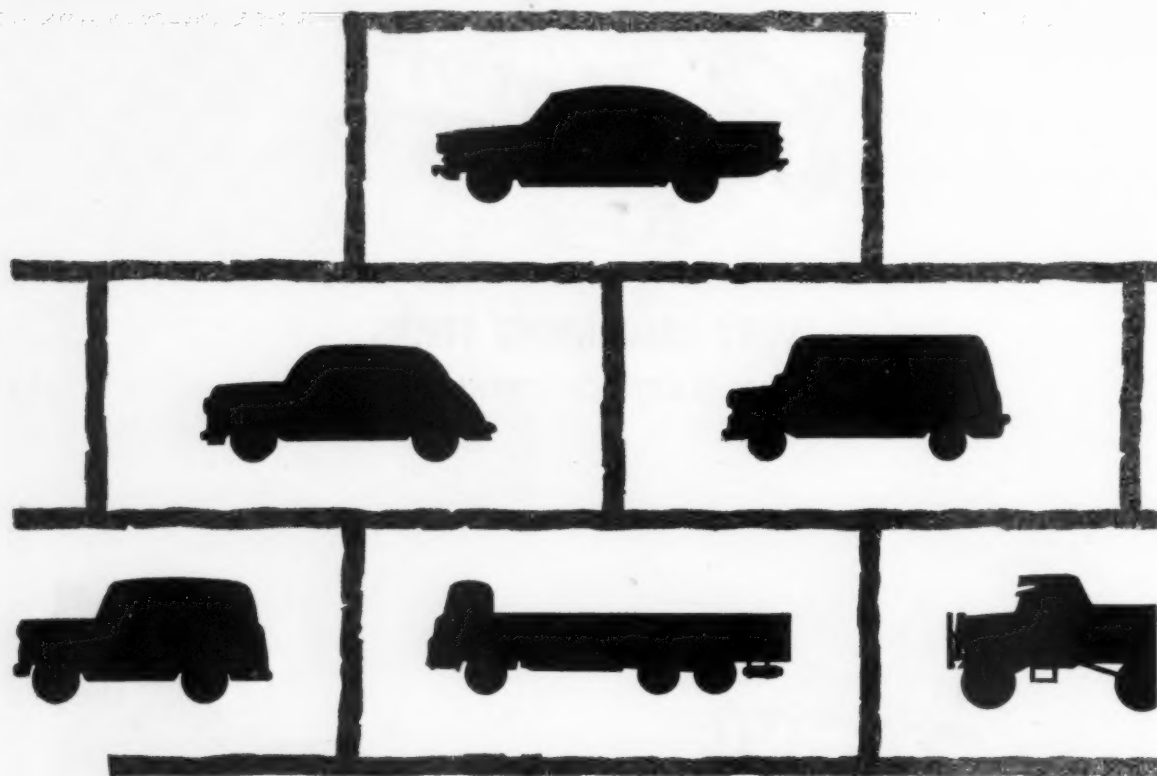
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*It's our business
to serve
your business*

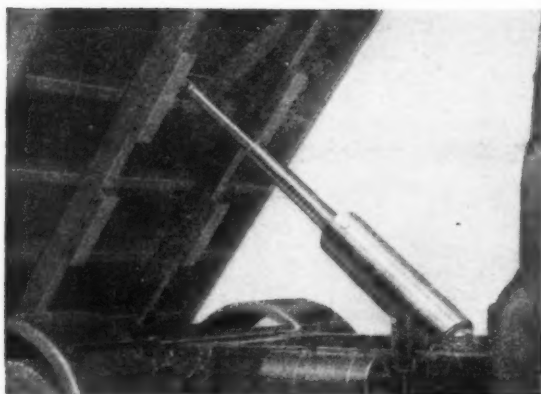
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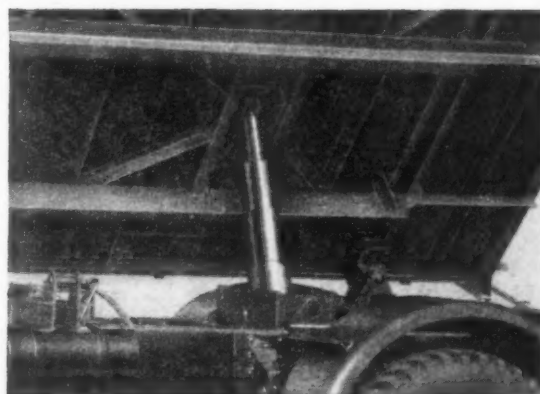
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Underbody Slant type Gears

with single or twin rams for payloads from 5 up to 12 tons. Designed for extra stability, plus an axial piston pump for added lifting power with delivery in two weeks.



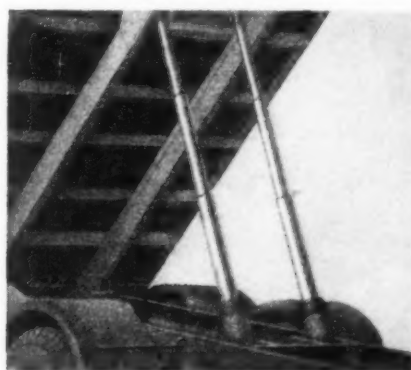
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Delivered in four weeks. Single and twin ram units for chassis from 4 up to 12 ton payloads. Designed for tipping in tight spaces where manoeuvring is difficult.



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Ideal for payloads from 5 up to 25 tons according to the type of chassis. Delivery 4 to 5 weeks.



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Telehoist tipping gears fit every type of truck, suit *exactly* any kind of job. There are four basic types of gear and 24 different models—with a range like that, there must be one for your application.

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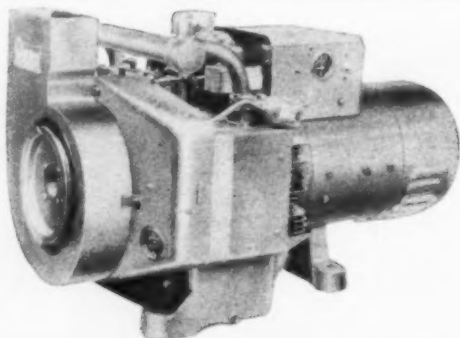
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Onan Vacu-Flo cooled packaged Generating Sets provide ample power for the operation of electrically driven open and sealed type refrigeration units giving High Performance with long life, minimum operating and maintenance costs.

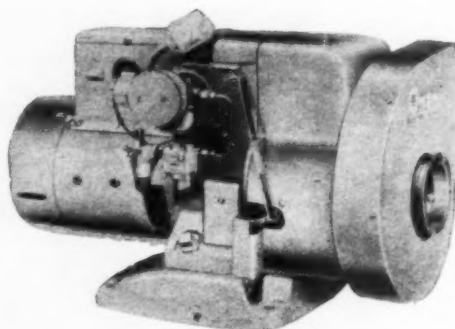
VACU-FLOW COOLING SYSTEM

Exclusive to Onan—overcomes cooling problems in confined space. Cooling air is drawn through and over the generator and engine and exhausted through an outside duct.

Built by Messrs. Blox Services Ltd., this Refrigerated Truck is operated by Flying Goose Ltd., for transporting frozen poultry. The electrical power, for the refrigeration equipment, is supplied by an Onan Model 305 CCK. After exhaustive tests, leading Manufacturers of Refrigeration Equipment, recommend Onan Generators exclusively.



ONAN 50CK GENERATOR WITH VACU-FLO COOLING
gives 5 k.w. of packaged power and will handle refrigeration units of up to 3 h.p. Model 305 CCK meets the requirements of units up to 2 h.p.
LOOK AT THE WEIGHTS—5 k.w. Model ONLY 375 lbs., 3½ k.w. Model ONLY 314 lbs.



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AND
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Are the finest fleet fuels anyone can use!

If you're a fleet owner, you're only really interested in the best fuels—National Benzole premier or regular for petrol engines and National Derv for diesels. You can have them both delivered to your depot. Or you can use the National Agency system. Either way you save time, money, trouble—and get exceedingly good fuels into the bargain. You ought to go National from now on.



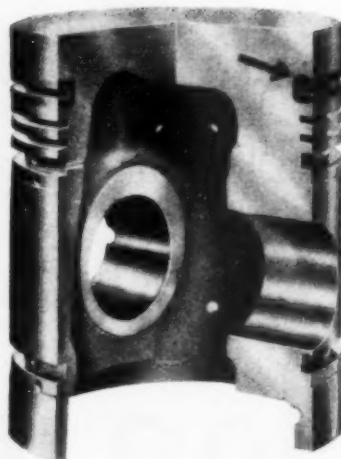
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Profit from *other* operators' experience. Standardising on AL-FIN *now* gains you extra years of benefit: double normal mileages, minimum "in dock" time, reduced maintenance costs, greater earning power per vehicle. Begin standardising on AL-FIN *now*, as vehicles come in for overhaul.

WELLWORTHY

"The Choice of the Expert"



**"... exceptional mileages
... maintenance costs
... fallen considerably"**

writes Mr. W. H. Howe, Transport Manager,
Monkton Motors Ltd., Uxbridge

24th October, 1960.

Wellworthy Ltd.,
Lymington,
Hants.

Dear Sirs,

We should like to place on record our satisfaction with your AL-FIN pistons which we have been using in our fleet for the last five to six years.

Previous to adopting the AL-FIN, we were experiencing piston trouble in various forms and in consequence our maintenance costs were much higher than they should have been. In addition of course workshop productivity suffered because of the need for shorter periods between overhauls.

However, now that we have standardised on AL-FIN we find that we are getting exceptional mileages from these, and what is more pleasing to us is that all our piston troubles are no longer experienced. Consequently, our maintenance costs have fallen considerably.

Yours faithfully,
p.p. MONKTON MOTORS LTD.
W. H. Howe,
TRANSPORT MANAGER



Unique AL-FIN Pistons embody an iron belt molecularly bonded to the aluminium body, providing an armoured top ring groove of twice the normal wear-resistance.

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AN ASSOCIATED ENGINEERING LTD. COMPANY

Better consult the Specialists for—

Leyland **Albion**
Scammell



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Sparshatts South of England Group Vehicles Depots specialising in Leyland, Albion, Scammell vehicles will give you generous part-exchange allowances on new vehicles, and confidence in first-class spares and maintenance service throughout the South and West of England.



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economy
with —



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Allez oop!

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into the construction of these bodies so that they will stand up to all the hard work and rough usage to which they may be subjected. Write for particulars of standard, wooden Body sizes and capacities, and weights and measurements of Materials.

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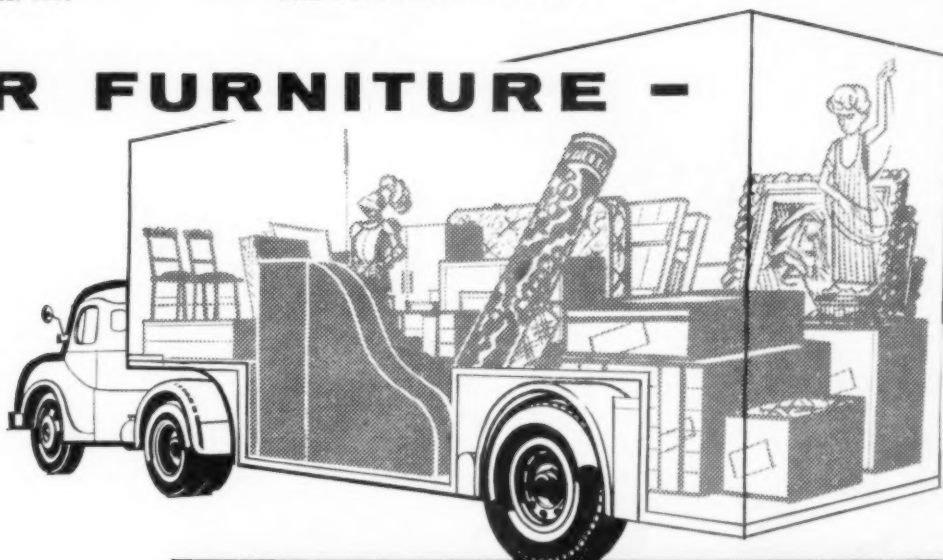
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The range — the facts — the prices of TASKERS semis and independents are well worth looking into. Write for Publication No. 1199, "Representative Types."

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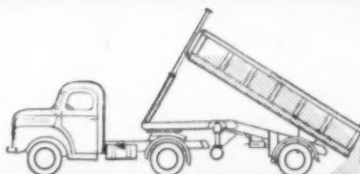
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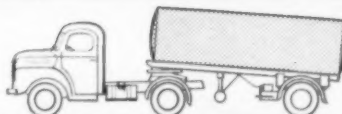
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Tailboard loaders

that let the vehicle do the work

The Service Engineering Company range of Tailboard Loaders makes the loading and unloading of heavy, bulky or fragile packages—up to one ton in weight—quick and easy. On to—or into—lorries, vans or pantech-nicons. Turnrounds are speeded . . . the vehicle spends more time on the road. The loader operates hydraulically—powered by the engine of the vehicle; or—on some models—by an electric motor energised by a battery. Installation is simple, quick, involves no structural alterations to the vehicle. Send for folders showing how our loaders can help you!

THE VERTISWING (shown at three stages of operation) is for loading goods up to one ton in weight. The load is placed on the platform which has been lowered to ground level. A movement of the hand-operated lever and in seconds the load is smoothly and safely raised until the platform is in the position of a horizontal tailboard.

THE MINISWING operates in a similar manner to the Vertiswing, and is designed for goods up to 5 cwt. The platform is 27 in. square.

THE QUIKLIFT is for lifting packages so that they may be stacked at different levels within large vans. It will lift a load at 6 cwt. up to 8 ft.

THE VANLOADER is for loading bulky goods on to the smaller types of van. There are models with lifting capacities from 2½ cwt. to 7 cwt.

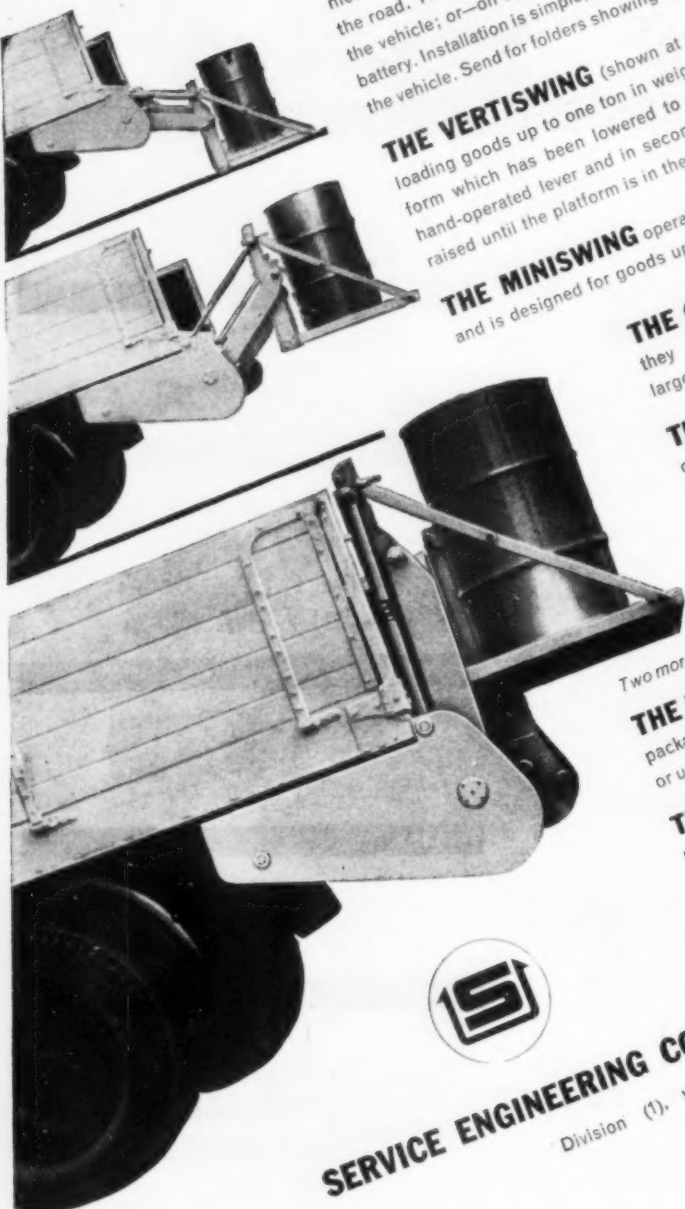
Two more labour and time savers—

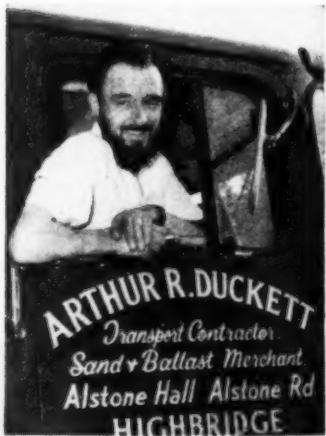
THE DUMBO LIFTING SYSTEM—elevates packages to the right height and position for stacking or unloading at an upper floor.

THE HYDRATIP TIPPING MACHINE—lifts containers to the required height and tips the contents into a hopper or other receptacle.



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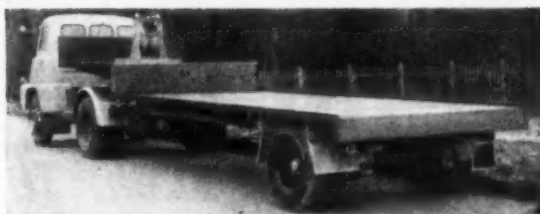
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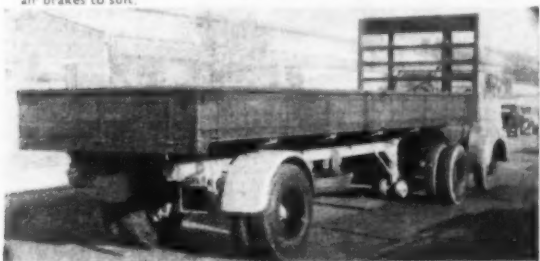
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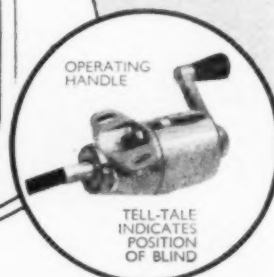
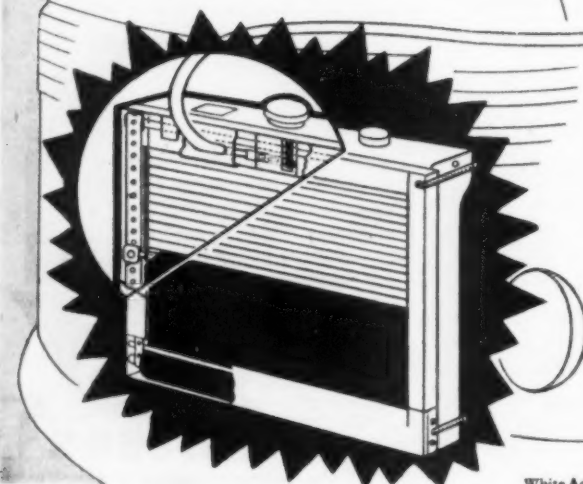
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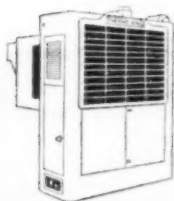
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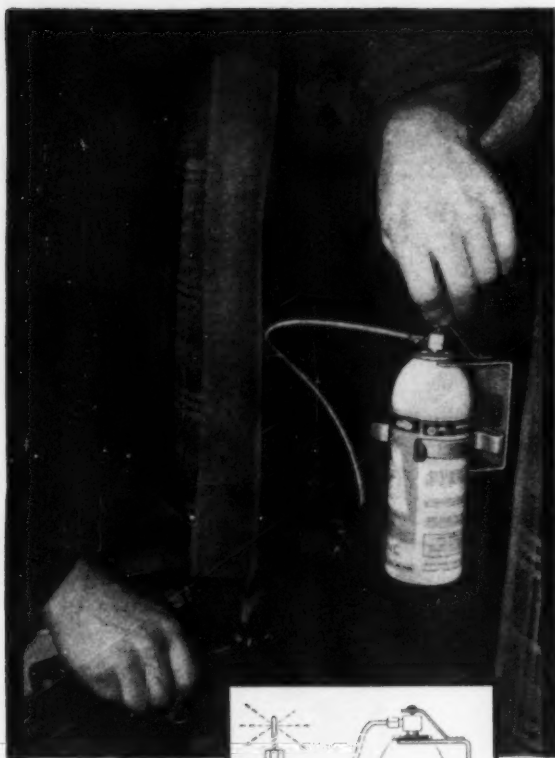
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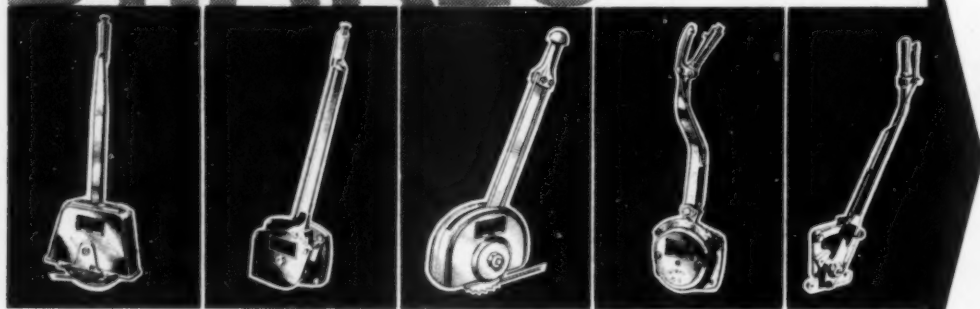
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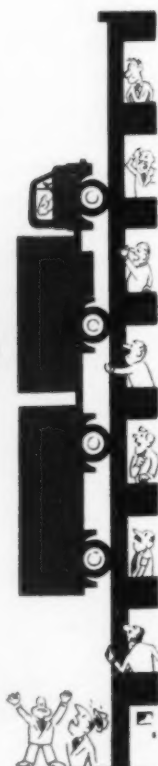
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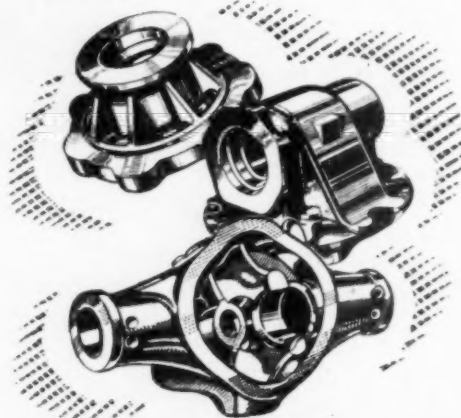
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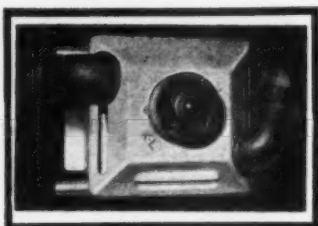
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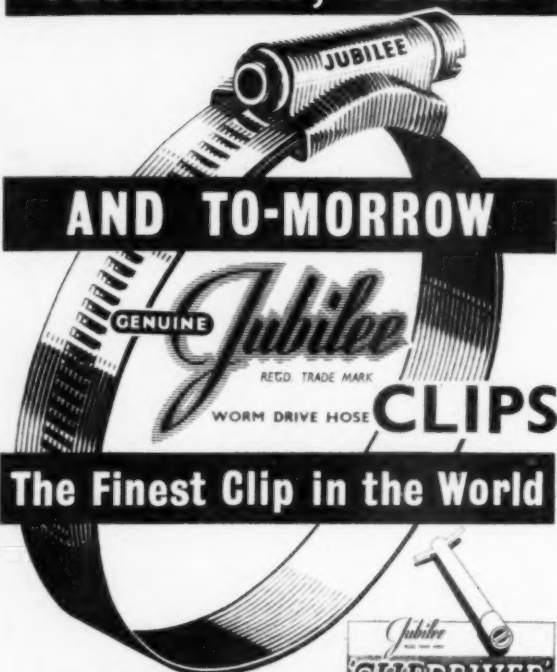
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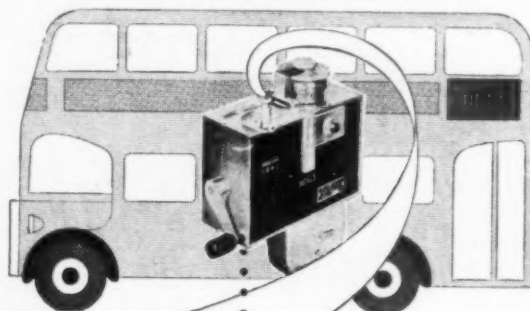
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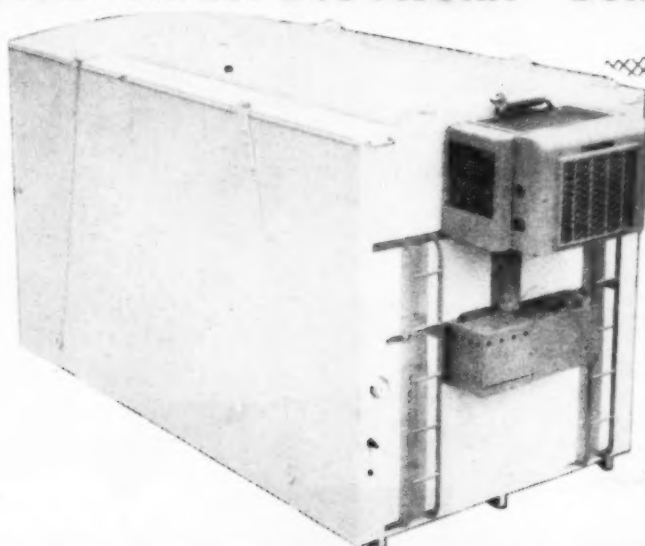


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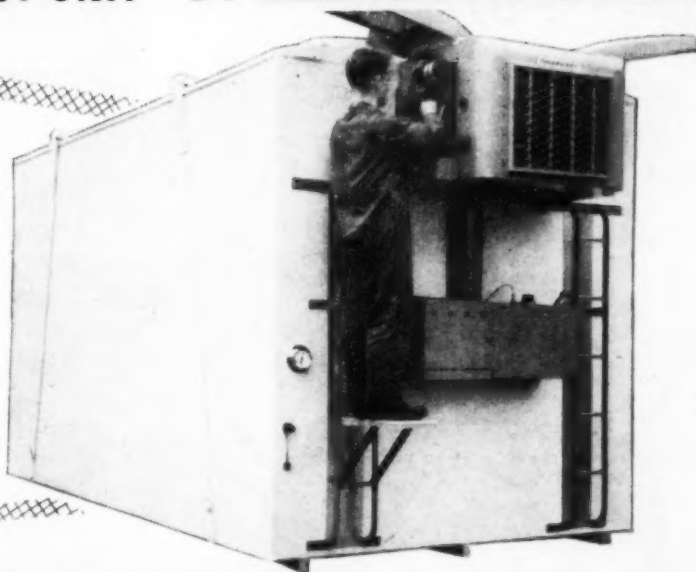
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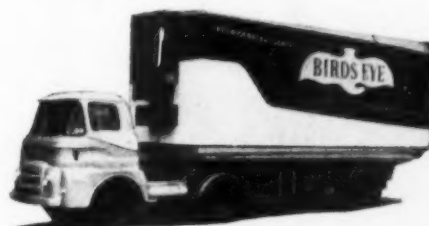
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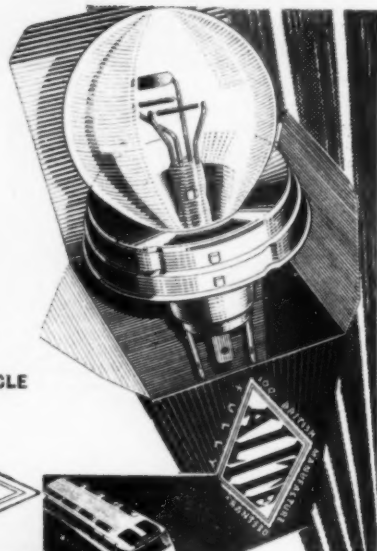
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Voice of Experience

AS a subject, materials handling is all too often regarded by operators as an exotic theory the application of which is confined solely to large fleet users—and even then mostly C-licensees. This unfortunate attitude badly needs changing and, one of the best ways of doing this is by the application of down-to-earth common sense.

A welcome slice of this valuable commodity was applied this week by the report of a joint study group comprising members of the Institute of Road Transport Engineers, the Institute of Materials Handling, and the Institution of Production Engineers. The members of this group deserve congratulations, for many operators will benefit if the group's recommendations—the product of some two years' research—are put into effect.

The aim of these recommendations is largely to achieve standardization of platform bodies so as to ensure maximum handling efficiency, especially in view of the increasing use of palletization. But they make a number of recommendations about van bodies as well. If what the group suggests is, in fact, carried out then that aim will certainly be achieved.

Probably the most sweeping recommendation is for a uniform loading height of 4 ft. A maximum height of 1½ in. is sought for side raves on flat bodies, with, where practical, a minimum width between raves of 7 ft. 2 in.

This unpretentious, modestly presented document is the voice of operating experience. It is the right way to get the kind of vehicles that are best suited to the job. It is to be hoped that it will stimulate the results it deserves.

No Greasing

THE recent announcement of the Renault 4L front-wheel-drive four-seater car, particular features of which include a sealed cooling system that does not require topping-up and chassis gear that needs no greasing, is a tempting reminder to commercial vehicle operators. Motorists welcome these "no-servicing" features; to many commercial vehicle operators they represent a precedent that could advantageously be followed by the makers of all types of goods and passenger vehicles, as a means of reducing maintenance costs and increasing vehicle utilization.

What are the obstacles to the introduction of such features? Obviously the same principles could be applied to heavier chassis to give freedom from servicing over an extended period. Objections might be that this would involve the risk of larger repair bills later on, or that lack of regular inspection of the chassis gear could lead to serious defects being occasionally overlooked. It does not seem likely, however, and where existing automatic lubrication systems have been used on a chassis there have been no complaints.

The development of the Renault may create a climate of operator opinion that will foster a demand for the elimination of servicing. It is significant that the Renault is an inexpensive vehicle which will be mass-produced. Many commercial vehicle operators would pay more to achieve less maintenance—and the importance of less maintenance is critical in some markets, particularly overseas. Recent advances in dry lubrication and rubber technology may well offer immediate benefits that could be exploited by manufacturers to develop vehicles capable of operating indefinitely without servicing.

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NEXT WEEK

- The Frankfurt Show, Report and Pictures

Men Who Make Transport

Arthur

IF septuagenarian Arthur Watts, who is chairman and managing director of Watts (Factors), Ltd., Lydney, were not so immersed in the day-to-day operations of so many companies that there is not space enough here to mention them all, I, for one, would like to persuade him to write a history of the internal combustion engine's development.

For he was in at the start—in it at any rate from the day when an enthusiastic policeman booked him for speeding on his motor bike in Chepstow. It having been proved in court that he had been scorching at 12 miles per hour the magistrate observed that there was no doubt that motor-cycles were noisy and dangerous machines. His horse always shied when one passed, he said.

That was about two years after young Arthur was apprenticed to J. S. Willway and Sons, of Tramways Centre, Bristol (whose showrooms I well remember way back in 1910 for they always had a fine display of Overlands!). From Bristol he returned to the scene of the foundation of the family fortunes in Lydney, Glos, where his father owned an ironmongery business and where Arthur lost no time in developing along his favourite lines—selling and repairing cycles, motorcycles (for which he had grown a passion) and, later, motorcars. They were days, let me remind the nostalgic, when motor bikes were equipped with a fine starting apparatus—"push and jump." Who today remembers the Watney? Not a brewer, but a motor bike assembled and sold by Watts, the name deriving from an elision of Watts and Lydney. In its time a startling success.

Arthur Watts told me about his first car, bought in co-operation with his brother. It was a De Dion Bouton, circa 1900, with a single-cylinder engine, tiller steering and a gear change which looked very much like a steering wheel: left turn bottom gear, right turn top, and no reverse.

Bird's Eye View

By The Hawk

Salute to a Rebel

AWKWARD people, these road hauliers. Take Mr. Peter Beamish, 42-year-old haulage contractor, of Normanston Drive, Lowestoft. He pleaded guilty at Lowestoft to refusing to fill in part of this year's census form. "I feel that somewhere, some time, somebody has to make a little stand," he told the Court. "I realize the penalty, but I think the cost will be worth making the protest. It is just my personal feeling with regard to the bureaucrats in Whitehall."

Mr. Beamish was fined £5, with £3 3s. costs.

Son et Lumière

A SMALL slice of history was made when John Moon did his road test of the Leyland-Scammell articulated outfit, the report of which starts on page 250 of this issue, for the complete test was filmed. This is believed to be the first time that a road test of this sort has been covered in this way, and the resulting 15-minute colour and sound film should be available shortly.

The film was made for Leyland Motors, Ltd., by the photographic section of Standard-Triumph, yet another of the valuable acquisitions made by Leyland over the course of the past few years. Strangely enough, filming did not disturb the normal course of the test overmuch, but recording the commentary and sound effects was a different story: all praise

B12

though to Brent Laboratories, Ltd., whose recording engineers worked wonders with what seemed like thousands of feet of tape-recorded engine noises.

Front-wheel Drive

AT the recent Hardy Spicer Press function, held to commemorate the production of half a million Birfield constant-velocity joints for B.M.C. Mini-cars and vans, I was particularly interested in a reference in the hand-out to "the trend towards front-wheel-drive vehicles" and in the announcement that "a substantial order has recently been placed by a large British manufacturer for inclusion in a model yet to be announced."

Front-wheel-drive offers valuable latitude to the bodybuilder with regard to space and loading height and, undoubtedly, if it were not for loss of traction on steep gradients, the makers of larger goods-vehicle chassis would also develop front-wheel-drive models.

Hydrostatic Transmission

IT is noteworthy that the Hardy Spicer company consider that hydrostatic transmission will probably be developed for all classes of vehicle in the not-too-distant future. In the event, it is likely that the system will take the form of an engine-driven pump feeding an hydraulic motor mounted on the chassis from which the drive will be transmitted to the wheels through short propeller shafts equipped with constant-velocity joints.

Although the use of two wheel-mounted motors for each driving axle would offer a number of advantages, they would add materially to unsprung weight, and this arrangement is considered unsuitable for vehicles operating at higher road speeds.

Josiah Watts



A very lively septuagenarian—Mr. A. J. Watts.

Petrol, incidentally, was 1s. per gallon—when you could get it! Some 10 years old, the car cost £5.

That seems to have sparked off as keen an enthusiasm for cars as for motorcycles, for it must have been around the year 1912 that the Watts organization started selling Fords.

Then, Arthur's taste for getting ahead being far from satisfied, the company operated one or two hire cars and was granted a G.P.O. mail contract for the Forest of Dean area.

The first war intervened. Arthur finds himself in the Royal Naval Air Service at Cranwell (then H.M.S. Daedalus) and was serving when the Royal Flying Corps became the Royal Air Force. Now his days were spent working to his heart's content on the maintenance of aero engines—Sunbeams, Rolls, Le Clerget and many others.

It was after the war, during 1920 and 1921, that Arthur Watts, with a wider experience of motor engineering and an unquenched, and undiminished, eagerness to "get on" helped to reorganize his father's business. From that time the motor trade department was separated from the ironmongery, new premises were built in the centre of Lydney, and off went Arthur on a Grand Tour of Europe in search of ex-War Department lorries, chassis and spares. A truly mixed bag of time-expired warlike material was brought back to Gloucestershire, much of it being used by Red and White Bus Services in their early days.

Incidentally, he was to spend the next 40 years in close association with that company, acting for some time as chief engineer and later as technical director.

What impressed me about the whole Watts set-up in Lydney is its ramifications. Name a motor development or type of transport enterprise, and it is more than likely that at some time in his long career Arthur Watts has experimented with it, improved it, or operated it. It looks like a history of uninterrupted development, of unfaltering success. But, of course, no company has a story like that. "We've had our failures and we've done things that ought

to have turned out much better than they did," says Arthur. Certainly he and, under his guidance, his company, have been untiring in trial and error; nor does it appear that his energetic inventiveness has faded very much now he has passed the three score and ten mark.

There was, for instance, the oil vaporizer, one of several fuel devices for bus operation in which he was closely concerned during 1926 to 1930. Later came experiments with a two-stroke diesel. In 1928 he became interested in the old 1.2 Gardner marine diesel and fitted some into ex-W.D. Leylands, allowing for the greater torque by changing from solids to larger diameter pneumatics.

Diesels seem to have interested Arthur right from the start. He never wearied in arguing and demonstrating. Thus it was that around 1931 he urged the other directors of Red and White to convert a bus to diesel power by fitting a Gardner oil engine, the opposition to such a conversion by all passenger fleet operators being at that time very considerable. By 1936, however (Arthur Watts related with glee), conversions had been made on a broad scale. Good or bad? I put the question to him from the point of view of a passenger and pedestrian. No less a personage than the Duke of Edinburgh recently complained that he was sure he was being choked to death by diesel fumes. Nonsense claims Watts. "Fumes come only from badly maintained engines," he says. "That doesn't condemn diesel fuel or engines."

He faced his second world war in a different capacity from the one in which he served during the first. In November, 1939 (still inventing), he took out a patent for a gas producer with gravity feed to the fire furnace, a development which incorporated a fuel hopper on the roof of a bus. Before 1939, he pointed out, very little attention was paid to the development of solid fuels, a factor which led to the invention of the Watts gravity feed boiler.

The war pursued its tragic and monotonous course. The Watts organization was much engaged in overhauls and repairs of many types of diesels. Essential commercial vehicle work was, of course, continued.

Between 1954 and 1956 he twice visited Africa where his son Geoffrey is in charge of United Transport's interests in Kenya, Tanganyika and Uganda. The Rhodesias saw him, too. Untiring and full of initiative still, he went across the Atlantic in 1960 and secured the manufacturing rights for the U.K. of Mitco Industrial Tyres Co. Inc.

And 1961? "I'm working as hard as ever," he told me. "I still attend all the board meetings. I'm involved in developing Mitco tyres." But some relief is ahead. "I may be relieved of the technical side of United Transport direction in 1962 when my son comes back from Africa."

But my bet is that he won't be long filling that gap in his day's activities, if gap there should happen to be. H.C.



"According to this logsheet, we're in the middle of 1962!"

B13

Three Bankrupts Lost £13,000 in a Year

AFTER hearing three cases of haulage contractors going bankrupt the registrar, Mr. J. L. Williams, expressed the hope at Newport bankruptcy court last week that others would take note that the three contractors between them had lost about £13,000 in 12 months. "People seem to think things cannot go wrong," he added.

Jack Webb, 44, of Waltwood Road, Underwood Estate, Llanmartin, said that when he started work carrying slag to the Spencer steelworks site he was reasonably successful. Then breakdowns resulted in big repair bills and he had heavy pay and hire-purchase commitments. His deficiency amounted to £3,119.

Webb said he had not really considered the facts. He went rushing into something with his eyes shut when he embarked on the business. The examination was closed.

Edward William Harvey, of Channel View, Pontymister, blamed the failure of his business on accidents in which his lorries were involved, high cost of repairs, and decreased rates for haulage. After three crashes he had been forced to ask firms to repossess the vehicles.

"Stiff Undertaking"

Harvey, who had a deficiency of £4,240, agreed that the purchase of the lorries, costing £6,441 and £3,772, was a "pretty stiff undertaking." Monthly instalments totalled £338, but at the time he was drawing only £18 a week wages.

Harvey said that on paper the scheme had looked good and he did not agree with Mr. W. H. Meredith, the official receiver, that he had entered the venture recklessly. The hearing was adjourned for two months.

Inexperience of business matters and lack of capital, it was said, contributed to the failure of a haulage business owned by Trevor William Clissett, 43, of Liswerry Road, Newport.

With capital of £5 Clissett started in business transporting coke, coal and phurnacite and bought three lorries for more than £9,000 and later a fourth. He drew on average a wage of £12 a week.

RECORD YEAR FOR ATKINSON VEHICLES

A NET PROFIT of £58,524 for the year ending March 31 last, compared with £42,576 for the previous year, is announced by Atkinson Lorries (Holdings), Ltd., whose annual general meeting will be held on October 3.

In his statement to be presented to the meeting the chairman, Mr. W. G. Allen, reports another record year, with turnover increased by 30%, for the company's manufacturing subsidiary, Atkinson Vehicles, Ltd.

There was a corresponding reflection in the profit figures and an increase in exports.

R14

Guy in Receiver's Hands: No Comment on Future

BY THE EDITOR

NOT unexpectedly, there was no comment from Guy Motors, Ltd., after Lloyds Bank appointed Mr. S. V. Lancaster as official receiver and manager this week. Operators of Guy vehicles have been questioning *The Commercial Motor* about the spares and servicing question. "Will someone carry on?", they have been asking.

I regret to say that I can offer no firm statement. Despite protracted efforts by *The Commercial Motor*, all I can report from the receiver is: "No comment." It was not possible to speak to the official receiver, but we were told by a Mr. E. R. Jaynes: "It is much too early to make a statement."

However, despite Mr. Lancaster's understandable inability to make a statement, I feel that operators of Guy vehicles should not worry unduly. Informed sources have indicated to me that the chances of Guy Motors continuing in production, in one form or another, are good. But even if this forecast is wrong, someone would certainly find it worthwhile to offer spares and service. In the absence of news to the contrary, there is, in short, no need for Guy operators to worry.

The company have suffered heavy trading losses over the past few years. Last year it incurred a loss of £444,684. No Ordinary dividend has been paid since 1958. Bank overdrafts at July 31, 1960, were £1,284,714.

JOSEPH H. TURNER TAKE-OVER NEGOTIATIONS

Celotex, Ltd., manufacturers of insulated board and hardboard, of London, N.W.10, are negotiating for the takeover of Joseph H. Turner (Transport), Ltd., the London haulage concern who are neighbours of Celotex in north-west London.

Mr. R. B. Rodgers, secretary of Celotex, Ltd., confirmed that negotiations for the purchase of the Turner company were in progress, but said that the final formalities have still to be completed.

He did make it clear, however, that if the negotiations were successfully completed, Turner's fleet of 36 A, contract-A, and B-licensed vehicles would not be operated as a C-licence fleet for Celotex. Turner's, he said, would continue to operate as a general haulage concern as they had done in the past.

Mr. J. T. Turner, managing director of Joseph H. Turner (Transport), Ltd., is one of the four national vice-chairmen of the Road Haulage Association and a past chairman of the central London sub-area and of the metropolitan and south-eastern area. He was not available this week for comment about his future in transport.

£250,000 DEVELOPMENT FOR TOOL MAKERS

A NEW £250,000 development plan for their Sheffield factory has been announced by Stanley Works (G.B.), Ltd., the tool manufacturers. The major part of the plan is the erection of a modern £180,000 33,000 sq. ft. administration block on a site adjoining the factory. This will release valuable production space occupied by offices in the factory buildings.

London Busmen May Ban Overtime

From Our Industrial Correspondent

LONDON TRANSPORT EXECUTIVE face further industrial trouble from their busmen whose leaders are to seek permission from the executive committee of the Transport and General Workers' Union to ban all overtime and rest day working.

If such a ban were operated, London Transport estimate that about one bus in 20 would have to be taken off the road.

On the face of it the busmen's action is in protest against a further cut of one per cent. in scheduled services which is to come into force in the middle of next month when the winter timetables come into operation.

This, the busmen contend, would cut their earnings by reducing their overtime pay. But London Transport maintain this is not so.

The cuts, they insist, are merely paper cuts of services that are not being run anyhow because of shortage of staff. By eliminating them schedules could be rearranged to give a more even service to passengers.

At present the shortage of drivers and conductors—particularly of drivers—amounts to 10 per cent.

There is, however, another reason which may be behind the overtime move. The busmen's new wage claim, already approved by the union executive, is due to be presented to London Transport shortly. It will be for higher wages, time and a half for Saturday afternoon work and less week-end work.

In the present difficult atmosphere resulting from the Chancellor's wages pause, the busmen may well feel that extra pressure by way of an overtime ban might help them to get an early settlement.

Engineers Ask For Standard Floor Height

A NUMBER of far-reaching recommendations concerning the design of vehicles to be used in connection with materials handling equipment has been made by a joint study group on materials handling in road transport. The group comprised members of the Institute of Road Transport Engineers, the Institute of Materials Handling and the Institution of Production Engineers. This particular study group was one of a number set up by the National Joint Committee on materials handling. It carried out its investigations as it saw fit and, over the course of some two years' research and discussion, produced its report which was published this week.

There is, states the report, no claim to be a "sweeping and comprehensive survey of the entire field." On the contrary, there is a clear determination to limit the field of inquiry which was accordingly focused upon flat platform vehicles and vans. These were felt to be the types of vehicle to which standardization could be applied so as to ensure maximum efficiency in handling, loading, movement and discharge of materials to be transported. The platform vehicle was the body type most closely associated with the "common-user" concept and was, moreover, the most widely used vehicle at the present time.

Withstand One Ton

Because of the increasing extent to which palletization was being employed, the study group recommended that the design of body structures be so arranged that the cross-bearers and floor-strength should be capable of withstanding a 1-ton load from a pallet truck. This would involve a maximum wheel loading of 1,650 lb. Any one plank laid longitudinally on a floor would have to accept this.

It was appreciated that in some cases pallet trucks handle loads exceeding two tons, but it would be unreasonable to expect these loads to be supported by the floors of common user vehicles. It was recommended that the surface hardness of vehicle platforms should be such that, whilst rolling resistance would be reduced to the minimum, a high degree of durability would nevertheless be attained and yet possess non-slip characteristics, coupled with resistance to local wear from pallet truck wheels.

It was felt, suggests the report, that as the majority of platform vehicles were of

5 to 15 tons capacity, a satisfactory standard loading height for such vehicles would be 4 ft. Minor variations in height between the deck and loading bay should be overcome with bridge plates or similar devices. It was further agreed to recommend that the minimum width between side rails on platform vehicles should be 7 ft. 2 in.

The future trend must be to provide in body standardization for two 40 in. pallets. In recommending 7 ft. 2 in. as a minimum width between rails, it was thought that the size of pallet in general use could be accommodated with due allowance for easy placement and overhanging loads. It was thought that to permit the fork truck to deposit the loaded pallet on a vehicle and for the forks to be withdrawn easily, rails should not exceed 1½ in. in height.

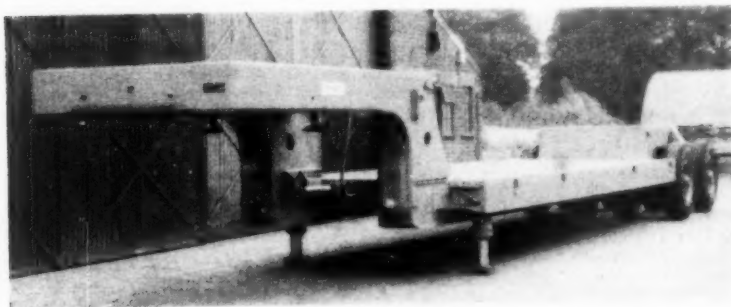
The stability of palletized loads could be increased by canting them inwards to be supported at the outer end of the rails.

Construction of Headboards

The construction of headboards should be such as not to interfere with pallet loading, either from the side or rear of the lorry.

Two alternative recommendations were suggested: (a) the use of steel side support plates which do not require gussets or stays between headboard and platform; (b) the use of support stays in front of or below the platform.

Drop sides did not always fall away flush to the platform edge. Another recommendation suggests that the study group feels, where wheel arches made this generally difficult, the vehicle designers should allow for an increased margin between platform edge and wheel arch.



The front crank assembly of this 40-ton cranked-frame Crane semi-trailer (one of two for work in Argentine oilfields) can be removed so that the trailer can be loaded, if necessary, from the front.

Record Profit For T.D.G.

A RECORD profit of £873,720 for the first six months of this year is announced by the Transport Development Group, Ltd. This includes the profit of £273,241 made by Beck and Pollitzer, Ltd. and its subsidiaries whose shares were acquired as from January 1 last.

An interim dividend of four per cent., less tax (£130,030 net), has been declared on the Ordinary shares of the company and will be paid on October 13 to shareholders on the register on September 8.

The chairman of the Transport Development Group, Mr. P. S. Henman, says, in an interim financial statement, that the half-year saw considerable development, both in the shape of new acquisitions and in work undertaken by existing companies.

"The most important development, however," continues Mr. Henman, "was the offer for Beck and Pollitzer, Ltd., which was financed by an issue of Ordinary shares by way of rights. As results show, the Beck and Pollitzer companies made a solid contribution to the fortunes of the group."

"The companies purchased earlier in the year, Highland Haulage, Ltd., John Rhind Transport, Ltd., and Molo Transport, Ltd., all fit naturally into the group expansion pattern and are responding to the stimulus of changed ownership."

More Bulk Handling of Milk in Scotland

FURTHER evidence of the swing in Scotland to bulk handling of milk was provided at last week's sitting of the Scottish Licensing Authority in Glasgow.

Mr. R. Whiteford applied for an A variation for one vehicle of 4½ tons to carry milk for the Scottish Milk Marketing Board. The Board's figures showed a decided increase in 1960 over the previous year in bulk handling with an existing tanker. Their eight platform vehicles were also fully employed. The evidence pointed increasingly towards an increase in bulk handling.

The application was granted.

Accessories for Safety

AN increasing demand by heavy-vehicle operators for bigger and better external mirrors (measuring up to 10 in. by 6 in.) was reported by Raydyot, Ltd., during a visit last week to the company's new works at Waterall Lane Trading Estate, Old Hill, Staffs.

The concern was founded by James Neale in 1849 and today it is run by three grandsons of the founder, Michael, David and Peter Neale, and a fourth director, Mr. R. W. Williams.

Recent addition to the Raydyot range is a safety belt of the diagonal strap type manufactured to BS.3254 Standard. It is completely universal and has one U-bolt attachment, under the seat back-rest.

Men in The News



Mr. L. S. Pagan.

Councillor G. R. Beeston has been appointed an additional member of the Transport Users' Consultative Committee for Wales and Monmouthshire until July 31, 1962.

Mr. T. S. McMain, traffic manager of W. Alexander and Sons (Midland), Ltd., since 1948, has retired. He is succeeded by **Mr. J. W. Tweedie**, chief traffic assistant at Alexander's Falkirk headquarters for the past 13 years.

Mr. D. E. A. Pettit, who, as already announced in *The Commercial Motor*, has been appointed chairman of S.P.D., Ltd., takes over his new position on October 1. **Mr. L. S. Pagan** is to relinquish his directorship of S.P.D., Ltd., with effect from September 30.

Mr. A. E. Flack, formerly divisional superintendent, Central Road Services, West Division, London Transport, has retired. Recently he was acting as superintendent (Running) Central Road Services. He joined the former London General Omnibus Company as a bus driver in 1922.

Mr. Leonard H. Short, director of overseas operations, The English Electric Co., Ltd., has been elected chairman of the export panel of the British Electrical and Allied Manufacturers' Association. Vice-chairman of the panel for the past two years, he succeeds **Mr. E. V. Small**, consultant to Associated Electrical Industries Export, Ltd. The new vice-chairman is **Mr. Harold P. Martin**, sales director of C. A. Parsons and Co., Ltd.

Dr. D. H. Sharp has been appointed Director (Technical) of the Federation of British Industries as from November 1, on the retirement of the present Technical Director, **Major-General A. J. H. Dove**.

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Mr. D. E. A. Pettit, chairman, S.P.D., Ltd.

Mr. I. D. M. Thomson has been appointed wholesale parts manager of the Haslemere Motor Co., Ltd.

Mr. Brendan C. Murphy has been appointed passenger sales manager of C.I.E., in succession to **Mr. J. J. Purcell**, who has retired after 42 years' service.

Mr. F. T. Hovlan, **Mr. A. G. Synnuck** and **Mr. J. Fulton** have been appointed sales representatives by Aerostyle, Ltd., North Acton, London.

Mr. R. C. Atkinson has been appointed wholesale parts manager of Wadhams, Ltd., and **Mr. G. Hart** has been appointed deputy parts manager of the firm's Southampton branch.

Mr. W. Young, sales director of the Firestone Tyre and Rubber Co., Ltd., was presented with a cheque by the chairman and managing director, **Mr. A. D. Wenzel**, to mark his completion of 40 years' service with the company.

Mr. H. Perring has been appointed to succeed **Mr. R. A. Lovell** as chief mechanical engineer to the Ministry of Transport. Mr. Lovell retires next December, and Mr. Perring will take up his new appointment at the beginning of that month.

Obituary

We record with deep regret the deaths of **Mr. A. S. Woodgate**, **Mr. Peter Rouchy** and **Mr. T. Butterworth**.

Mr. Woodgate, who was 53, was general manager of Southdown Motor Services, Ltd.

Mr. Peter Rouchy, a haulage contractor at Theddingworth, near Market Harborough, Leics, collapsed in the passenger seat of his lorry last week. He died in Doncaster Royal Infirmary.

Mr. Butterworth, who was 68, was managing director of Bracegirdle Motors, Ltd., Brooks's Bar, Manchester. He was wartime chairman of the north western committee for liaison between motor traders and the Ministry of Labour.

Oxford Course for Shop Stewards

From our Industrial Correspondent

IN a novel experiment shop stewards from the motor industry are to go to Oxford University to study industrial relations.

The men, from the Cowley factory of the Pressed Steel Company, will take a 16-week course with the full blessing of the company and of six of the biggest unions.

Every Friday afternoon while the course lasts they will leave their work benches for the lecture room. The lectures will cover the economy of their industry, trade union structure and practice, and various aspects of industrial relations.

They will be paid for the time away from work at rates agreed between the management and unions.

Fifteen shop stewards will take part in the first course which starts later this month. A second batch of 15 will take the course later.

Conducted by the extra-mural delegacy of Oxford University, the course is the first of its kind in the motor industry.

It is in line with one of the main provisions of the "peace charter" signed earlier this year between leading motor manufacturers and union leaders after a series of talks under the chairmanship of **Mr. John Hare**, the Minister of Labour.

This called for special training of this kind, not only for shop stewards but also for junior management.

"PAYMENT DEFERRED"

"PAYMENT DEFERRED" is the title of an attractive brochure produced to mark the centenary year of the North Central Wagon and Finance Co., Ltd. It points out that hire-purchase has been used in Britain for 100 years.

Forthcoming Events

September 21-October 1.—Frankfurt Motor Show.
October 5.—Institution of Municipal Engineers "Planning for Traffic" Convention, Central Hall, Westminster.
October 5-15.—Paris Motor Show (Cars only).
October 14.—R.H.A. East London sub-area Banquet and Ball, Park Lane Hotel, London.
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 24-27.—Royal Dairy Show, Olympia.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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February 22-March 4.—Amsterdam Show.
April 7-8.—National Coach Rally, Blackpool.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.
May 8-18.—Mechanical Handling Exhibition, Earls Court.
May 15-17.—Public Transport Association Conference, Harrogate.
May 29-June 1.—Institute of Transport Congress, Cardiff.
September 21-29.—Commercial Motor Show, Earls Court.
October 17-27.—Earls Court Motor Show.
 Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—Oct. 4-14; Turin—Oct. 31-Nov. 11.

Frankfurt Lacks Promise

From John F. Moon

TWO days before the opening of the 40th International Motor Show in Frankfurt yesterday it became fairly obvious that by opening day most of the visitors would be asking: "Where are the new models?" Short of some real last-minute surprises putting in an appearance it is obvious that this is not going to number among the more exciting European commercial vehicle exhibitions.

The Show seems larger than ever this year, and from a clear blue sky the sun beats down remorselessly on the many exhibition halls and parks. Fresh air would be the answer, but there isn't even any air to be found in the suspensions of most of the exhibits, the flood of air springs which burst into the limelight four years ago having been turned back by most manufacturers in preference for steel leaves. A number of bus and coach exhibits are air sprung, however.

Recessed Headlamps

The few new features that were distinguishable at the time of writing were mainly on Mercedes-Benz vehicles, including headlamps recessed into the front bumpers of some models to reduce dazzle when laden.

The Dutch D.A.F. concern, who have sold 350 goods vehicles in Germany this year alone, are showing their latest 4-ton pick-up which has the new 750 c.c. air-cooled engine. Henschel—exhibiting for the first time with the name "Saviem Renault" beneath the Henschel badge—have new forward- and normal-control cabs with attractive "razor-edged" styling.

Some surprise was expressed at Hanomag's vehicles being on display, as these are manufactured by the Borgward concern, but rumour has it that Carl F. Borgward has acquired enough funds to re-form the company, and that production should recommence in the not too distant future.

The Show closes on October 1, and a fully illustrated report will be published next week.

Farmers Want Bulk Delivery

TO cope with the increasing request of farmers in Yorkshire, Lincolnshire and Co. Durham for their grain and fertilizers to be delivered in bulk, J. H. Tait Transport (York), Ltd., were granted two additional A vehicles at Leeds on Tuesday. The normal user was modified from its original form and now Tait asked to carry fertilizers, cattle food, agricultural products and grain to Yorkshire, Lancashire, Lincolnshire and Co. Durham for two named customers. These conditions satisfied the British Transport Commission who had objected at the outset. Initially the application had been for four vehicles with much wider conditions.

Hydrostatic Transmission Giving Two-pedal Control

WHEN a Hydrocar 1-ton industrial truck was demonstrated by The Plessey Co., Ltd., last Friday, it was claimed that the Hydro-stabil infinitely variable hydrostatic transmission fitted to the truck provided an appreciable saving in fuel consumption (as well as ease of control), a highly favourable low speed torque and ample braking power.

As announced in April this year, the Plessey company are licensed to manufacture the Hydro-stabil equipment in a range covering capacities from 2 h.p. to 125 h.p. and to market the equipment throughout the British Commonwealth.

The vehicle demonstrated was equipped with a hydrostatic transmission system housed in the back axle. This comprises a variable delivery pump and two fixed delivery motors, which drive the rear wheels through spur gears giving a reduction of 6.7 to 1. Both the pump and motors are of the axial-piston type. The cylinder barrel of the pump is mounted on trunnion bearings, so that its axial position relative to the input shaft can be

adjusted manually to provide variations in the stroke of the pistons and, therefore, in output. In the case of a back axle assembly of a similar type, designed for an input of 22 b.h.p. at 2,200 r.p.m., the rated maximum torque output is 2,380 lb. ft. at 24 r.p.m.

Use of the system eliminates the need for a clutch, reverse gear or differential, and braking power is sufficient to lock the rear wheels without friction brakes. The system is controlled by two "rocking" pedals giving forward and reverse, the rear wheels being locked when the pedals are in the neutral position. In a demonstration of the Hydrocar on a ramp having a gradient of 1 in 4, it was shown that the transmission affords exact "inching" control down to virtually zero speed without snatch or judder.

Friction brakes are fitted in the axle assembly for parking purposes and to satisfy the Regulations. The propeller shaft housing is employed as a cooling system for the fluid.

L-Drivers on Electrics

Traders' Road Transport Association point out that the right of a learner-driver to use an electric vehicle without being accompanied by a licensed driver extends only to electric vehicles constructed to seat one person.

A member who bolted a milk crate on to one half of a bench seat was warned by the police that the vehicle could not be regarded as constructed to seat only one person and the learner-driver must therefore be accompanied.

NEW A VEHICLE GRANTED

BECAUSE of the demand in London, Manchester and Liverpool for farm produce and canned foods from Shropshire, Mr. A. J. Evans, of Minsterley, was granted a new A licence at Shrewsbury on Monday. He applied to replace a seven-year-old A vehicle with a more modern unit, but said that the carrying capacity would stay the same, and requested a new A vehicle of 5½ tons to be acquired. Conditions for both units were to be: "animal feedingstuffs, dairy farm produce, canned food, building materials; Liverpool, Manchester, Bristol, Hull and the London area."

In evidence, Mr. Evans stated that sometimes he had to keep his customers waiting a week when he could not move their traffic. It was not easy to sub-contract vehicles and some companies did not like them to be used.

TYNE TUNNEL START

WORK on the £12½m. Tyne tunnel will commence on October 9.

Transporter Bridge Celebrations

MIDDLESBROUGH'S transporter bridge will be 50 years old on October 17, and Middlesbrough Corporation transport committee has decided that it should be illuminated to mark its jubilee. Mr. F. Lythgoe, general manager of the transport department (which is responsible for the bridge), is also to investigate the possibility of lighting the top of the bridge structure, nearly 200 ft. high.

Two Extra Vehicles

AT Edinburgh on Monday, Mr. John M. Kennie, of South Queensferry, applied to vary a B licence by the addition of two vehicles of 6½ tons "road and building materials within 25 miles." Hiring in the area had become increasingly difficult as a result of the work on the Forth Road Bridge, the approach roads, and the new B.M.C. factory at Bathgate, it was pointed out.

Mr. Ivo Townsend, the Deputy Licensing Authority, granted two vehicles solely on the existing Forth Road Bridge work within a 15-mile radius.

I.R.T.E. OFFICERS

THE following office bearers have been elected by the Institute of Road Transport Engineers for the forthcoming year: President, Sir William Black (chairman, A.E.C., Ltd.), vice-president, Mr. J. H. Vincent (technical officer, London Carriers, Ltd.); Hon. Sec., Mr. G. Curtis (maintenance engineer, Borough of Wembley); Hon. Treasurer, Mr. A. Enticknap (managing director, Alpha Motors, Ltd.); Hon. Advisory Officer, Mr. R. Hastings (chief engineer, transport, Park Royal Transport, Ltd.).

The Story of 270 Lost Days

AFTER giving details of vehicles being off the road for 270 days during temporary substitutions last year, and of paying overtime to staff when they worked at week-ends, East Lancashire Carriers, Ltd., were granted a new B maintenance vehicle at Blackburn last week.

Mr. J. Bradley, managing director, said that he wanted to hire the vehicle which would cater for nine vehicles belonging to East Lancashire Carriers and two belonging to their associated company, T. Whittingham (Accrington), Ltd. A list of occasions when the company had obtained temporary substitutions from the Licensing Authority were produced, but Mr. Bradley said that unless a unit was going to be off the road for more

than four days it was not worth applying for this facility.

Replying to Mr. R. A. Webb, objecting for the British Transport Commission, he said that he had no evidence available of customer inconvenience.

In submission, Mr. J. Backhouse, for the applicants, stated that there was always a day or two between temporary substitutions being granted, and 270 days were involved when vehicles had been off the road during these periods. The vehicles all did substantial mileages and served numerous customers.

The North Western Licensing Authority, Mr. F. Williamson, granted the new unit.



The latest tanker to join the fleet of the British Oxygen Co., Ltd. It is mounted on an Albion Clydesdale chassis and can carry the liquid equivalent of 150,000 cu. ft. of gaseous oxygen.

Anglo-U.S. Link-up for Valve Production

AN Anglo-American production and marketing agreement for a new range of hydraulic control valves has been concluded between Dowty Hydraulic Units, Ltd., Aschurch, Glos, Rubery Owen and Co., Ltd., Darlaston, Staffs, and the Hydraulic Units Specialties Co., of Waukesha, Wisconsin, U.S.A.

Under the agreement, the full range of Husco valves, at present manufactured in America by the Hydraulic Units Specialties Co., will be produced in this country by Rubery Owen. They will be marketed in Britain and throughout Europe by Dowty, as the Dowty-Husco range.

One hundred and twenty combinations of the valve will be available in sizes up to 158 Imperial gallons per minute. Dowty-Husco valves, together with the hydraulic control valves already manufactured by Dowty Hydraulic Units, Ltd., will provide one of the most comprehensive ranges on the European market.

Principal applications of the new valves are in the earth-moving, mechanical handling, agricultural machinery and process-control fields.

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New Transport Depot

FIFE COUNTY COUNCIL has approved the construction of a £55,000 transport depot at Millgate, Cupar, Fife, to replace the existing premises which are now too small. The new depot will be 100 ft. by 90 ft. and will include a garage, a machine shop, body shop, welding shop, cellulose spraying bay, stores and an administrative section.

The Golden Age of Trams

IN the first chapter of his book "The Golden Age of Tramways" (published today by Routledge and Kegan Paul, Ltd., Broadway House, 68-74 Carter Lane, London, E.C.4, price 40s.) Mr. Charles Klapper says: "The chapters that follow are intended for the ordinary person, to tell something of how the golden age of the tram dawned and show how and why it passed."

However, to this "ordinary person" the subsequent 321 pages are as unappetizing as a ride in a tram. To the enthusiastic student of the origins of public transport systems the book is no doubt of interest, its contents including copious references to innumerable

Orders and Deliveries

B.R.S. MAKE IT 206: Thirty more A.E.C. Mercury 8-ft. 7½-in.-wheelbase tractive units have been ordered by British Road Services. Details will be the same as the 176 chassis ordered recently.

ATLANTEANS TO PORTUGAL: Ten Leyland Atlantean rear-engined double-decker bus chassis have been ordered by Oporto Municipality. Locally built bodies will be fitted.

NIGERIAN ORDER: Niger Motors, Ltd., A.E.C. distributors in Nigeria, have ordered seven A.E.C. Monarch long-wheelbase chassis, two A.E.C. Mandator tractor units and one A.E.C. Marshall chassis.

BIG INDIAN ORDERS: Ashok Leyland, Ltd., have received order from the Gujarat State Road Transport Corporation for 150 Leyland Comet chassis worth over £430,000. Locally built single-decker bus bodies will be built on the chassis. These will be of aluminium with seating capacities ranging from 44 to 50. Other orders received by Ashok Leyland, Ltd., include one for 75 Leyland Titan double-deckers and 15 Leyland Comet single-deckers from the Bombay Electric Supply and Transport Undertaking, one for 18 Leyland Comet tractive units from the Indian Air Force, one for 6 Leyland Comet goods carrier chassis from the National Rayon Corporation, Ltd., Bombay, and a fourth from the Neyveli Lignite Corporation, for four Leyland Comet long-wheelbase chassis.

P.M.T. ORDER NEW MODEL: Potteries Motor Traction Co., Ltd., have ordered 10 A.E.C. Reliance 590 chassis—the new model for 36-ft. long single-decker bodies. The vehicles will be used on selected stage carriage routes.

BOTTLE MAKERS ORDER SCARAB: Four Scammell Scarab 3-ton mechanical horses and one 6-ton unit have been ordered by United Glass Bottle Manufacturers, Ltd., for use in their Sherdley Works, at St. Helens, Lancs. They will be used mainly for the transport of finished goods from production lines to dispatch bays.

EASTBOURNE ORDER MORE: Eastbourne Corporation have ordered five more A.E.C. Regent Mark V double-decker chassis. So that the buses will be the same as existing vehicles in the fleet, seating capacity will be kept at 60 and translucent roofs and A.E.C. AV 590 diesel engines will be fitted.

Government Acts and Orders, route mileages and track gauges. Constructional details of the many varied, and, no doubt, interesting trams mentioned are skimpy.

Nevertheless, considering the complexity and antiquity of such a subject as tramways, the author has provided a comprehensive work of reference which includes fairly extensive histories of some of the more important British tramway undertakings. The book contains 47 photographs and 14 drawings and maps, whilst the appendices include the abandonment dates of the major tramways, a list of those trams preserved by various museums, and the L.C.C.'s 1919-20 schemes.

J.F.M.

Glazebrook Win Safest Cab Competition

WINNER of the Safest Cab competition, for which 39 of the vehicles entered at the Lorry Driver of the Year Final (reported on page 246) were eligible, was an A.E.C. Mercury tractive unit with plastics cab, owned by Glazebrook Transport, Ltd., Langley Mill, Notts, operated on contract-A licence for Vic Hallam, Ltd. The driver of the articulated outfit, J. Brown, received an award in addition to the trophy presented to the owners. Second place went to Pease Transport, Ltd., Liverpool, with a Guy driven by J. C. Martindale, and third was Thomas Hedley and Co., Ltd., Grays, with a Bedford driven by A. Pickess.

There were three sections to the test—vision, safety features and comfort and maintenance. Out of a maximum possible of 128 marks the winner obtained 109, with the runner-up and third 100 and 97 respectively.

The winner dropped only four marks for vision, had a full score for maintenance, but was 15 marks down (out of 62) for the safety features and comfort section. This was mainly due to marks lost for having no swivelling quarter lights or opening windscreen (five marks lost), having a loose jack (three lost), with a further two marks lost because the cab-located engine air cleaner impeded access.

Main features of the winning vehicle were the cleanliness of both the interior and exterior of the cab and also of the chassis—obviously not cleaned only for this occasion. Included in the accessories in the cab—the majority installed by the driver himself—were driver's safety harness, a CO₂ fire extinguisher and tyre inflator, a small lead light, a hand lamp incorporating a red flasher also, a first-aid box, a padded armrest, a large tinted sun visor, an electric razor and the last word in luxury—a portable wash basin!

Additional external fittings were windscreen washers, fog and spot lights and—an excellent safety feature—an extra small rear-vision mirror fitted to the arm of that at the near-side, positioned so that the driver could see objects at ground level on the near-side of his vehicle.

LORRY DRIVER FINAL:
Full Report, Page 246.

Ferodo Australian Link-up

PLANs are announced for the formation under the title of Hardie-Ferodo Pty., Ltd., of a new Australian company with a capital of £A3m. created by a merger of the Australian Ferodo interests of Turner and Newall, Ltd., and the Brake Lining Division of James Hardie and Co., Pty. Ltd., of Sydney, the makers of Hardibestos linings.

The company will manufacture and market these goods and also clutch facings, and other friction materials for the automotive and general industrial market.



(Left) The proud driver and owner of the vehicle, and the A.E.C. cab that won the award. (Below) Some of the many interior fittings inside the cab.



Micrograms . . .

New Premises: Mr. John Ayres, managing director of Simms Motor Units, Ltd., will officially open the company's new Southampton branch premises on October 10.

Two more miles of dual carriageway on the A.1 road will be completed and opened to traffic this month. This section lies between Ellington Brook and the Alconbury by-pass in Huntingdonshire.

Northern Ireland Trailers, Ltd., have been informed by Preston's Ribble Committee that they may, on agreement with their general manager, lease a plot on the dock estate for development.

Strong Criticism of Halifax's latest "standee" single-decker buses on the grounds of seating limitations is expressed by Southowram Ward Labour Party in a resolution to be sent to the transport department.

Doncaster Corporation is to introduce seven one-man buses on local routes, each carrying 53 passengers. A transport department spokesman said the move would not mean any staff redundancy.

New Tyne Bridge: A joint committee of Newcastle upon Tyne City Council and Durham County Council have approved plans for a new bridge over the Tyne at Scotswood, Newcastle. Estimates for the scheme will be considered during the next few weeks, and a Parliamentary Bill will be promoted to authorize the project.

New Transport Companies

I. W. Hinton and Sons (Kidderminster), Ltd. Cap. £15,000. Dirs.: I. W. Hinton and D. Hinton, Sunnyside Farm, Rock, Nr. Kidderminster. Sec.: D. Hinton. Reg. office: 76 Lorne Street, Kidderminster, Worcs.

Mann's Superlux Coaches, Ltd. Cap. £12,000. Dirs.: W. Albert Mann, 55 Westfield Road, Smethwick, Staffs.; W. Alfred Mann, 14 Holly Street, Smethwick, 41; J. T. Mann and P. D. Wentworth. Sec.: P. D. Wentworth. Reg. office: 55 Westfield Road, Smethwick 41, Staffs.

N. C. Cammack and Son, Ltd. Cap. £5,000. Dirs.: N. Cammack and M. P. Cammack, Totheridge, Colne Enclave, Essex. Sec.: N. Cammack. Reg. office: Totheridge, Colne Enclave, Essex.

Eversholt Haulage Co., Ltd. Cap. £1,000. Dirs.: B. Monahan and A. Monahan, 194 Eversholt Street, London, N.W.1. Sec.: A. Monahan. Reg. office: 194 Eversholt Street, London, N.W.1.

G. and M. L. Bower, Ltd. Cap. £1,000. Dirs.: G. Bower, Pinfold, Denby, Nr. Huddersfield; M. L. Bower, 9 Racecommon Avenue, Cubley, Penistone. Sec.: M. L. Bower. Reg. office: Pinfold, Denby, Nr. Huddersfield.

Shirehouse, Ltd. Cap. £1,000. Dirs.: T. Jackson and G. Poole, Holly Bank, Station Road, Colehill, Sec.: H. Jones. Reg. office: 106 High Street, Colehill, Nr. Birmingham.

A. E. Diamond and Sons, Ltd. Cap. £100. Dirs.: A. E. Diamond and J. Diamond, 57 Mossdale Road, Manchester, 23. Sec.: A. E. Diamond. Reg. office: 57 Mossdale Road, Manchester, 23.

Bolk Roadways, Ltd. Cap. £100. Dirs.: B. Snedker and J. Snedker, "Sunnyside," Little Preston Capes, Nr. Rugby; S. Shepherd, 29 Palmerstone Road, Coventry. Sec.: A. J. Morris. Reg. office: "Sunnyside," Little Preston Capes, Nr. Rugby.

Autodel Transport, Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Modern Transport (Rushden), Ltd. Cap. £1,000. Dirs.: B. J. Davies and W. C. Davies, 52 Grove Road, Rushden, Northants; H. J. Yates and E. Yates, 10 Prospect Avenue, Rushden. Sec.: W. C. Davies. Reg. office: 52 Grove Road, Rushden, Northants.

Westover Garage (Services), Ltd. Cap. £100. Dirs.: P. H. R. Evans, 36 Glenferness Avenue, Bournemouth; H. J. Bicker, 30 East Avenue, Bournemouth. Sec.: D. J. Furnell. Reg. office: Westover Road, Bournemouth.

H. G. Priddle, Ltd. Cap. £500. Dirs.: H. G. Priddle and G. E. Priddle, Berridge House, Bye-Pass Road, Bridgend, Glam. Sec.: H. G. Priddle. Reg. office: Berridge House, Bye-Pass Road, Bridgend, Glam.

Pelham and Sons, Ltd. Cap. £6,000. Subs.: M. A. Hamid and M. Akram, 1 Paley Terrace, Bradford, 4. Dr.: M. A. Hamid. Sec.: M. Akram. Reg. office: 1 Paley Terrace, Bradford, 4.

P. E. Mahoney and Sons, Ltd. Cap. £100. Dirs.: J. Mahoney and Mrs. J. Mahoney, 47 Wentworth Road, Golders Green, London, N.W.11. Sec.: J. Mahoney. Reg. office: 105a Torriano Avenue, London, N.W.5.



The Unimog tackles a severe gradient.

Impressive Unimog Demonstration of All-purpose Tractor

DEMONSTRATIONS of the Mercedes-Benz Unimog all-purpose tractor were given for the first time in this country on Lord Montagu's estate at Beaulieu on September 14.

Unimog stands for Universal-Motorgerat, which means universal power plant, and this it certainly is. The literature available shows that it is used throughout the world on all kinds of agricultural, forestry and road maintenance work and that it is also suitable for use on building sites. Various attachments are available for fitting to any of the three power take-offs (located at the front and rear and on the off-side between the wheels).

High Ground Clearance

A feature of the Unimog is its high ground clearance—almost 15 in. under the differential casing when fitted with 18-in. wheels—and independent suspension through coil springs and telescopic shock absorbers at all four wheels. The standard engine fitted is a Mercedes-Benz OM 636—VI diesel unit which is virtually the same as that fitted into the Mercedes-Benz 180D car but de-rated to give an output of 35 b.h.p. at 2,550 r.p.m. A six-cylinder petrol engine can be fitted if required.

For the tests at Beaulieu Unimogs were shown with lime-spreading, hole boring, front loading and bull-dozing equipment and one was also shown as a tractor for a logging trailer. However, the most impressive demonstrations were of the Unimog's ability to traverse the roughest terrain. The area of the tests included short gradients which, although appearing steeper than the 1 in 1.6 claimed as negotiable in the specification, were climbed by the vehicle without difficulty.

Steeper gradients were descended and one of the vehicles was also driven over tree trunks more than 1 ft. in diameter.

B20

The demonstrations took place in a small disused quarry and, in spite of the ground becoming churned up towards the end, a Unimog was beaten only once, and then in an attempt to climb an almost sheer face which had become particularly slippery. Wheel spin was the deciding factor.

LICENCES TRANSFERRED

NINETEEN stage coach and express licences, plus three group excursion and tour licences in the new town of East Kilbride, Eaglesham and Hamilton areas, were granted to the Central S.M.T., Ltd., Motherwell, by the Scottish Traffic Commissioners at Glasgow last week. The transfer of these licences from J. Laurie and Co., Burnbank, a company recently acquired by the Central S.M.T., saw the end of one of Scotland's pioneer and oldest bus companies.

Municipal Contracts

Newport, Mon. Health Committee has accepted the tender of Gwent Motors, Ltd., amounting to £1,570 for the supply of a dual-purpose (diesel) ambulance.

Douglas (Is.M.) Electricity Committee has accepted the tender of Messrs. Mylchreest's Motors, Ltd., for the supply of an Austin Seven van, taking an old departmental saloon car in part exchange, at a net cost of £214 2s. 9d.

Islington Law and General Purposes Committee recommends acceptance of the tender of Longbridge Motors, Ltd., Camberwell New Road, London, S.E.5, amounting to £328 for the supply of a new Austin A35 5-cwt. van fitted with a passenger seat and interior mirror for use as a "meals on wheels" van by the Women's Voluntary Service. An old vehicle is to be taken in part exchange.

Worcestershire Standing Joint Committee has accepted the tender of Carmichael and Sons (Worcester), Ltd., for the supply of two new fire appliances at a cost of £3,548 10s. each. The Highways and Bridges Committee has accepted the tender of Barfords of Belton, Ltd., of Grantham, for the supply of two 1-ton diesel-engined dumpers, for £675; the tender of Avon Valley Tractors, Ltd., of Evesham, for the supply of six Ferguson "35" tractors with attachments, at a cost of £635 6s. each; the tender of the Colmore Depot (Worcester), Ltd., for the supply of five 6-7-ton 3-way Morris Commercial tipping lorries at a gross cost of £7,601 13s. less an allowance on five old Thornycroft lorries of £1,850.

B Licensee Fails in A Licence Bid

AN application by the operators of 10 B-licensed vehicles for an A licence for a vehicle of 7 tons to allow them to entertain requests for work unsuitable for B vehicles was made by Andrew Johnston (Transport), Ltd., of Helensburgh, in Glasgow, last week.

Questioned regarding the use of tipper for marine work, the applicants indicated that often tipper could be used to eliminate the use of a crane.

Mr. R. Mackenzie, for the applicants, said the area was isolated with a growing volume of contract work, including the N.A.T.O. base, hydro-electric work and marine work. Existing vehicles could not take some of the very heavy work and a larger vehicle could solve this problem.

It was admitted that there were occasions when vehicles were available, but, against this, on many occasions the company had to turn down work because of its size. Mr. W. F. Quin, the Scottish Licensing Authority, asked why the firm wanted a 7-ton tipper with capacity of perhaps 15 tons. This was explained by the fact that 70% of the work done was on hire to Alexandra Transport and the trend there was towards larger vehicles. The A tipper would give flexibility which was lacking in the existing fleet.

Mr. Quin said he could not grant the application because it was difficult to understand having an A licence in a B licence fleet or the size of the vehicle wanted. He thought it should have been a B application, in which case it would have been restricted to Shipbreaking Industries, Ltd.

NEW OVERSEAS DISTRIBUTORS

THE York Trailer Co., Ltd., Corby, Northants, has recently appointed official distributors in Jamaica, Iraq and Greece. They are Reryson Agencies, Ltd., Kingston, the Iraq Automobiles Co., Baghdad, and the General Automotive Co., S.A., of Athens.

Doncaster Transport Committee proposes to accept the tenders of Leyland Motors, Ltd., and Transport Vehicles (Daimler), Ltd., for the supply of four double-decker bus chassis at a total cost of £22,612.

Scarborough Public Works Committee has approved acceptance of a tender submitted by the Scarborough Motor Traders Association for the replacement of a Dennis 3-ton lorry and a Morris 25-cwt. lorry.

Portsmouth Docks and Airport Committee has authorized the purchase of a Coles "Acneas" crane from Steels Engineering Products, Ltd., at a cost of £7,086, less an offer that may be obtained for a Ransome and Rapier crane No. 3 in part exchange.

Lancashire Education (Libraries) Sub-committee has accepted the tender of Pye Motors, Ltd., of Lancaster, for the supply of two Karrier Gamecock chassis for £1,590; and the tender of R. Hind, Ltd., of Carlisle, for the supply of two coachbuilt mobile library van bodies for £2,670.

Glasgow Highways Committee has authorized the City Engineer to invite tenders from selected tenderers for the supply of a 5-cwt. Ford van. The Baths and Wash-houses Department has been authorized to invite tenders for the supply of a Bedford 4-ton truck to replace an old vehicle. The Parks Committee has authorized the Director of Parks to invite tenders for the supply of a new pick-up truck to replace an old vehicle.

Sympathy, But No Decision

WILLIAM WOOD, of Glasgow, applied for an A licence for four vehicles of 14½ tons in Glasgow last week following a Transport Tribunal decision that the matter should be referred back to the Scottish Licensing Authority for statement and rehearing.

Mr. Campbell Wardlaw, for the applicant, explained that Mr. Wood had agreed to purchase in 1958 a haulage business which was part of a general business, the remainder of which was not taken up by another purchaser. As a result, Mr. Wood's payment of £5,000 for the haulage part was held up pending a final settlement of the whole transaction. The applicant had been unable to attend to business for some months and, on returning, found that any goodwill had been dissipated and the vehicles had deteriorated. Two were suitable for use and two others were not. It had been proposed to replace the fleet and four new vehicles were available in July, 1960.

"Not Taken Up"

The Licensing Authority had then asked for the original registration books, indicating that failure to supply these would result in the licence being noted as "not taken up." That had been put into effect, the licence being ultimately published as "not taken up."

Mr. Wood contended that he had complied with all the necessary details, including surrendering the registration books, and that there had been no slip-up anywhere by him. He had been the victim of circumstances outside his control and should not be adversely affected as a result.

Procedure not Challenged

Mr. W. F. Quin, the Scottish Licensing Authority, pointed out that operators had repeatedly been called before the court to show reason why their licences should not be withdrawn and that the procedure had not been challenged, but Mr. Campbell Wardlaw argued that once a fee had been paid the licence was in force and that appeared to be the view taken by the Tribunal. The applicant had parted with a considerable sum of money for a business and had not enjoyed the benefits.

Mr. Quin said that in the original application the decision had been against the applicant, but when certain circumstances had been explained he had reversed that decision and granted the licence.

In this present situation it appeared that the case could not be heard on normal lines. Mr. Wardlaw agreed, pointing out that the Tribunal had also dealt with the matter on extraordinary lines. A recess was agreed to allow the parties to discuss their viewpoints.

On resumption it was indicated that there was sympathy, but no agreement, and Mr. Quin said he would reserve his decision.

The Finance Companies Got There First

COMPLICATIONS over records arose at Blackburn last week when T. Swindells and Sons (Hauliers), Ltd., applied for an A licence for four vehicles of 18 tons which originally had been authorized to Manchester Haulage, Ltd.

The manager of Swindells, Mr. T. H. Dawn, said in evidence that Manchester Haulage had been liquidated in March, 1961, and the only asset available had been the goodwill of the company, as the vehicles which had been in their possession had been taken back by the hire purchase organization.

Mr. Dawn pointed out that they wanted to recover these units and surrender the old licences. His present fleet was fully employed and if the new vehicles were granted they would be of assistance to the old customers of Manchester Haulage who had been deprived of their haulage services. Initially Swindells had intended to buy the vehicles direct and had then found that they had been repossessed.

Mr. B. Webb, objecting for the British Transport Commission, stated that he had been informed that Manchester Haulage had had certain contract A licences and he wanted information regarding the operations of these, in addition to the rest of the fleet. Mr. Dawn said that the old Manchester Haulage base had been at Hollinwood, two miles away from Swindell's present base.

Mr. G. Clayton, a traffic consultant, who appeared on behalf of the liquidators of Manchester Haulage, said that after October, 1960, the books of the company had been very badly kept and to obtain operational figures they had had to work from rough day-books. The earnings for 1958-59 were £20,498, and for 1959-60, £21,568; in January this year the vehicles had been repossessed by the hire purchase company. Mr. Webb said that more information was necessary regarding the Contract A vehicles and he would also like to see a list of Manchester Haulage's customers.

Mr. H. Dixon, transport manager of James Barnes and Co., Ltd., paper converters, said that their business was increasing and they had just acquired two new factories. He did not know whether or not Barnes had had a contract with Manchester Haulage but, even if they did, no vehicles had been used while he had been the transport manager. He took up this position 18 months ago.

An application for a B maintenance vehicle was also before the Licensing Authority, but Mr. F. Williamson said he would have to adjourn both cases until more investigations had been made regarding the past operations of Manchester Haulage. In the meantime, he said, he hoped the parties would be able to come to some agreement as to the number of vehicles really necessary. He thought four was too many.



Specialized transport for the U.S. Air Force's Minuteman rocket. This outfit, which has a G.M.C. eight-wheeled tractor unit and triple-axle semi-trailer, weighs 48 tons laden and is 64 ft. long, 10 ft. wide and 12½ ft. high. The ramps on the semi-trailer are for loading and unloading.

New Fire-fighting Equipment

A NEW fire-fighting and rescue device will make its first appearance in this country at the conference of the Institution of Fire Engineers and the Chief Fire Officers' Association which opens in Edinburgh next Monday.

This is the Simon Snorkel, a 65-ft. hydraulically operated elbowed arm mounted on a turntable on a carrying vehicle. The unit is capable of a complete range of vertical, horizontal and rotary movements. A cage at the end of the arm carries the monitor which is supplied

through 3½-in. water pipes fixed to the arm. Lifting capacity is 1,000 lb. and the Snorkel will reach maximum working height in 50 seconds.

All movements are governed by simple hand controls in the cage and duplicate controls are provided on the turntable for operation from ground level if required.

Snorkel fire-fighting units are already in operation in the U.S.A. and are being made in the U.K. by Simon Engineering Dudley, Ltd., Dudley, Worcs.

Bullet-riddled Vehicle Poses Problem

THREE applications to run bus services between Nottingham and Singapore and Nottingham and Capetown were adjourned at Nottingham after the East Midland Licensing Authority, Mr. C. R. Hodgson, had asked for "more definite" information.

Mr. Keith Cox, of Noel St., Nottingham, asked for permission to run two services—one via Tilbury, and another via Dover, to Calcutta, India and Singapore; and a third service to Gibraltar, Durban and Capetown.

Mr. Cox explained that he did not own any buses, but he was sure he could hire one if the applications were granted. Mr. Neville Lander, a Rainworth (Notts) coach operator said he was prepared to hire a coach to Mr. Cox and drive it

himself if he received a surety of £3,000.

Another large coach firm, it was said, had offered Mr. Cox the use of a demonstration vehicle if the applications were allowed.

The Rhodesian Broadcasting Corporation, it was claimed, were interested in Mr. Cox's scheme, but the commissioner read part of a letter addressed to Mr. Cox by the Corporation. This warned that a coach had arrived in Salisbury riddled with bullets from marauding Abyssinian bandits.

The commissioner observed: "We are not only concerned with the travelling public of this country, but of half Africa and India as well."

After the inquiry Mr. Cox said: "I am determined to carry the idea through."



One of the Leyland Leopards now being used on Continental tours by the Northern General Transport Co., Ltd. This vehicle has Harrington Cavalier bodywork. It is seen going over Mont Cenis pass.

World Ford Dealers Meet in London

FROM more than 40 countries some 120 Ford main dealers assembled in London this week for their annual convention lasting from Sunday to Wednesday.

Other delegates included nearly 100 management, sales and service personnel of the Ford Motor Co., Ltd., Dagenham, and the Ford Motor Company's international marketing organizations in the U.S.A., Latin America, Canada, Bermuda and Germany.

Speakers at the convention included Sir Patrick Hennessy, chairman of Ford of Dagenham, Mr. P. F. A. Prance, Mr. V. Z. Brink and Mr. R. J. Conn, of the Ford International Group headquarters in the U.S.A.

On the final day the group were visiting the Dagenham factory to see the latest facilities for the manufacture of cars and tractors.

The convention is being held in Britain for the first time.

Conversion Plea Rejected

SMITH'S BELLSHILL HAULAGE, of Mossend, Bellshill, were unsuccessful in an application to convert a contract A to an ordinary A for six vehicles of 32½ tons and two trailers of 4½ tons before the Scottish Licensing Authority in Glasgow last week.

Mr. J. Brown, a partner of the firm, said that they had been operating three vehicles and a trailer for William Bain and Co., Ltd., Coatbridge, since early 1958 and a further three vehicles and a trailer since December, 1960.

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Bain and Co., supported the conversion, but Mr. D. Brown, for B.R., contended that it did not matter materially to the user whether the licences were Contract or not. Conversion would release six vehicles for competitive trade.

Mr. W. F. Quin, the Licensing Authority, refused, saying that were he proposing to make a grant, it would only be for three vehicles and a trailer, since the second three had been contracted for only in December. The evidence, however, did not even support such a grant.

Bodybuilder Opens Up in Dundee

MILLBURN MOTORS, LTD., Glasgow, are opening up the disused Wallace Foundry at Dundee at the end of this month to build aluminium vehicle bodies and articulated trailers. The firm are agents for Leyland, Albion, Scammell and Coventry Climax fork-trucks.

Mr. Robert Sanderson, a director of the company, told a representative of *The Commercial Motor* that they were now building up stocks of spare parts and building materials for the new premises. "We intend to employ ten men to start with," he said, "but we hope to increase that to about 100 within a year. Our eventual aim is to make the Dundee centre as large as our Glasgow premises where we have 400 men."

The foundry, with its overhead cranes, explained Mr. Sanderson, was particularly suited for the building and repairing of bodies and trailers. The repair section would be capable of dealing with the fuel injection units of both lorries and ships.

Mr. Alex G. McAra, of the Dundee firm, Alexander McAra, who have held the Albion agency for an area stretching from Perth to Stonehaven, including the north of Fife, said his firm were giving up the agency at the end of this month in view of Millburn Motors' decision to open up in Dundee.

Airport Link to End

THE airline, BKS, which hires coaches to carry passengers to the municipally owned Leeds-Bradford airport at Yeadon, has warned the authorities that it will cancel the coach link with Bradford at the end of the month. They state they are losing £20 a day on the operation.

Aer Lingus, a major operator at the airport, are asking the authorities to provide a shelter equipped with a telephone so that passengers can call for transport to pick them up. The public bus stop is a quarter of a mile from the airport buildings.

Fewer Passengers

THE number of passengers carried by Belfast Corporation transport continues to fall.

Figures disclosed at last week's meeting of the transport committee show that from April 1 to August 20 this year 896,933 fewer passengers were carried compared with the same period last year. There was a fall of 577,811 on trolleybuses and 319,122 on diesel buses.

At the same time mileage covered by both types of buses increased by 24,204 for trolleybuses and 55,247 for diesels.

DINNER DATE

THE annual dinner of the Wigan and District Excursion and Tours Operators' Association is to be held on Wednesday, December 6, at the Bocket Arms Hotel, Wigan.



BIG MEN BUY AUSTIN

SMITHS CHOOSE AUSTIN 1½ TON VANS

S. Smith & Sons (England) Ltd. make vehicle accessories, clocks and watches, marine, aviation and industrial equipment. Their Austin trucks, 2, 3, 5 and 7 tonners, cover the country. Their 1 and 1½ ton Austin vans deliver delicate clocks and watches and motor accessories in every major town in Britain. And deliver like clockwork. Other reasons why Smiths choose these vans:

EXTRA LOAD HOLDING Vast body space, 275 cu. ft. in 1½ ton van, 235 cu. ft. in 1 tonner, allows house-room for huge loads. Double rear doors are built to hold open or clip flat against body sides.

POWER-PACKED ENGINES Choice of 2.2 litre petrol or diesel power. 61 B.H.P. petrol, 55 B.H.P. diesel. Synchromesh gearbox with 4 forward speeds. Hydraulic actuation clutch.

MANOEUVRABILITY PLUS Full forward control, short wheelbase and 36 ft. turning circle give tremendous handling and parking ease, particularly in traffic-jammed districts.

DRIVER COMFORT Low level floor and sliding cab doors make in-and-out delivery work a quick, easy job. Roomy cab comfort with all round view through safety glass. Fully adjustable seat.

BODY CHOICE Available with standard van body or as a chassis with or without front end. The strong steel chassis is particularly suitable for a wide range of special bodywork. Price (with van body) from £710.

THE AUSTIN RANGE—

widest 5 cwt.-7 ton range in Britain — offers 5 to 30 cwt. vans, 2-7 ton trucks, tippers, prime movers for up to 18 ton gross train weights. All with 12 months warranty and backed by B.M.C. Service.

BIG MEN

INVEST IN AUSTIN

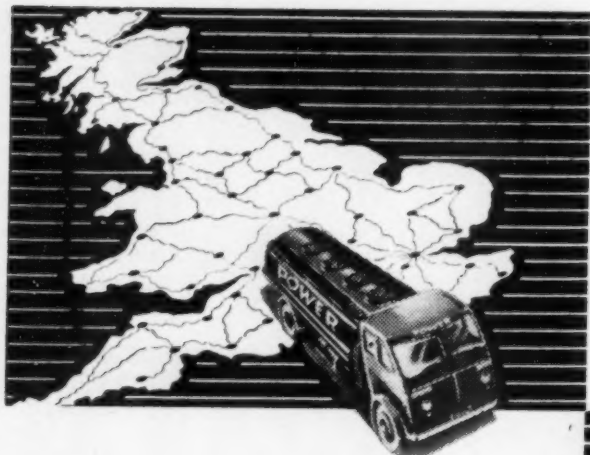
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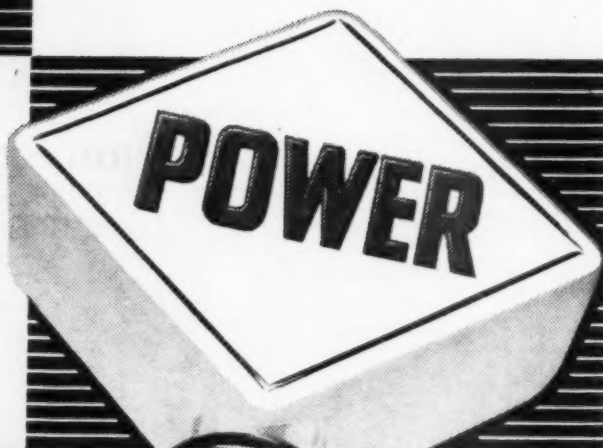


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B24

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I.P.C. Conference in Sweden

From a Special Correspondent

EVERY four years an International Conference is held on public cleansing under the auspices of Interpuc, the organization which brings together into a permanent unit all those national institutes and other bodies throughout the world concerned with the science and practice of public cleansing. Gothenburg, Sweden, was the venue of the 7th Conference, which recently finished, and more than 800 delegates representing 41 countries were present.

Whilst the addresses given to delegates were concerned in the main with questions of refuse disposal, the discussion by Roger Dorfmann, Ingenieur General des Services Techniques du Nettoiement, Paris, dealt in some detail with the question of vehicles used in Paris. One of the most important developments in recent years, he said, is the increasing use of carts with mechanical compression systems. This system of loading, which was introduced in Paris in 1935, is becoming more and more widespread.

Long-term Economy

Medium-sized and even small towns are now starting to employ this system, in spite of the high initial cost, because of its great technical advantages and the long-term economy it makes possible. Of the 751 vehicles used in 35 towns reviewed, 638 (85 per cent.) were fitted with mechanical compression systems, continuous or otherwise. The most common capacities were 15 cu. yd. and 10/12 cu. yd.

The method of traction employed in vehicles of this type has changed in recent years. Electric vehicles, which gained favour during and after the war, are still quite popular. Of the 751 vehicles considered in the study, 291 were electric, their proportion of the total being 39 per cent.

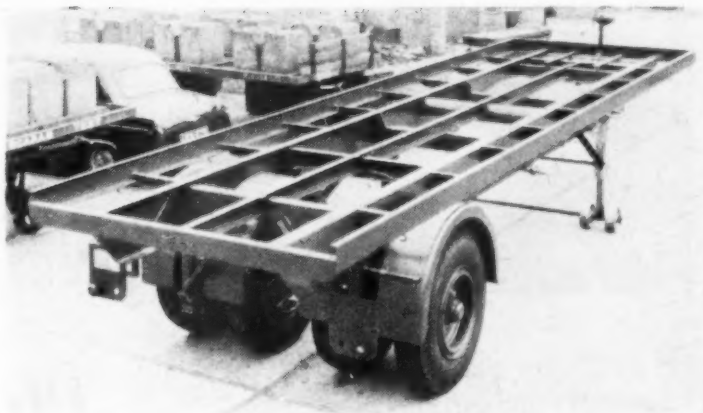
Introduction of Diesels

In the case of combustion-engined vehicles, the introduction of diesels has marked an important step forward. They are being used to an increasing extent for refuse collection in France. Of the 751 vehicles in the study, 399 (53 per cent.) were diesels and only 61 (8 per cent.) had petrol engines.

Since their first appearance, carts with mechanical compression systems have considerably improved the collection of refuse.

Of particular interest to English delegates was the exhibition which in the main comprised Continental vehicles.

One unusual presentation was a bulk container vehicle exhibited on a Mercedes-Benz chassis. It carries five containers, the full width of the vehicle, each approximately 2 ft. 6 in. wide and about 3 ft. in depth. As each of these containers provides a storage capacity of 3.4 cubic yards of refuse, the total carrying capacity is quite substantial.



The new Scammell semi-trailer is available in lengths up to 26 ft.

Scammell Produce Fourtrak

A TWIN-OSCILLATING axle semi-trailer with a capacity of 15 tons is now made by Scammell Lorries, Ltd., Watford. The name given to the new model, which is available in lengths up to 26 ft., is Fourtrak. (This was forecast in the September 1, 1961, issue of *The Commercial Motor* in the feature "Transverse or Tandem?")

Suspension of each of the twin axles is through single-rate leaf springs mounted on rubber bushes and 10.00-20, 8-ply tyres are standard. The 7-ft. 6-in.-wide frame is of all-welded construction using $\frac{1}{8}$ -in.-thick pressed-steel, channel-section side members 15 in. deep with 3½-in.-wide flanges at the main section. Pressed-steel, channel-section outriggers support the 5-in. by 1½-in. side rails. The front sill is the same section and the

rear cross member measures 5 in. by 2½ in. The cross-boarded floor is of 1½-in.-thick softwood.

Single-line vacuum-operated 15½-in. by 4½-in. brakes are employed with a parking brake provided for hand operation. A two-line air-pressure braking system can be supplied at extra cost.

A standard SAE-SMMT fifth-wheel coupling with a 2-in.-diameter kingpin is fitted, but Scammell automatic coupling gear can be incorporated if required. Vertical screw-type landing gear of light-weight design supports the front end of the semi-trailer when uncoupled.

A prototype of the new Scammell Fourtrak was included among the exhibits at a special commercial vehicle show held this week by Carmichael and Sons (Worcester), Ltd.

Manchester Cleaning Competition

KEEN competition in vehicle maintenance and cleanliness continues to be evident among the staff of the Manchester Corporation Cleansing Department and last Saturday, at the annual departmental parade, J. Donnelly and P. Ward received joint championship prizes from the Lord Mayor. Mr. Donnelly was runner-up last year.

At each of the three inspections held during the past year neither of the two drivers mentioned lost even a portion of a point. Awards for the first two placings were shared, each man receiving £8 10s.

The runner-up was W. Irvine who, during the year, dropped only a quarter

point. He retires at the age of 65 in November when he will have completed 40 years' service with the department.

Awards for the final four-month inspection of the year were also distributed. Six drivers had gained maximum points with vehicles that could not be faulted in any respect and the six first prizes were therefore shared equally between them. They were Ward, Donnelly, Irvine, P. Kenna, P. Millington and E. Culloden who each received £7 15s. The last named had received 28 awards in previous years in the competition. Only two marks separated the men who filled the first 18 places.

Agricultural Needs Stressed to L.A.

THE special needs of an agricultural area were stressed last week before the Scottish Licensing Authority in Glasgow when James Tyre, of Dundonald, applied for a B licence for one vehicle of 3½ tons for farm products and requisites within 30 miles of the operating centre.

Mr. Tyre, who previously had an F licence, told of requests by farms and merchants for transport of their goods.

These needs had been met until about four years ago by a local haulier who had since given up business.

For B.R.S., Mr. D. Brown pointed out that no real evidence had been submitted of need and he contended that the farmers were having their goods carried.

Mr. W. F. Quin, the Licensing Authority, said he was satisfied that the evidence supported a grant with a 15-mile radius with extension into Glasgow.



From left to right the class winners, drivers J. S. Wooding, P. E. Steel, L. Glaze, L. Barrow and B. R. Lewin . . .

AS from 23.59 hours today, all jokes about Services' drivers will cease. When Lord Chesham, Joint Parliamentary Secretary, Ministry of Transport, announced at Fort Dunlop on Sunday that the 1961 Lorry Driver of the Year was R.A.F. Cpl. D. M. Readman, I heard one of the finest bursts of applause that has greeted any national winner, writes Alan Havard.

Drove Magnificently

There is no doubt about it, the corporal from R.A.F., Gaydon, drove magnificently to win the final run-off—and the several hundred lorry drivers watching him recognized that. Readman has served 11 years of a 14-year engagement with the Air Force. He has been winner of the Services class at the Coventry eliminating centre for the past three years, but this year was the first time he figured in the national awards.

Readman has never driven outside the R.A.F., and had never seen a Bedford TK before Sunday. The final was run off on three identical TK trucks and was completed in spanking style.

Second place for the national title went to P. E. Steel, of S.P.D., York, the winner of Class B, and third place to G. F. Grinstead, of Shell-Mex and B.P., Ltd., Stanford-le-Hope.

Laid-out Severely

This year's tests at Fort Dunlop were severely laid-out, and gave little margin for error—which, perhaps, is not such a bad thing. But it did seem almost impossible for a medium-sized rigid to get tight against the kerb in test 3, because the offside marker posts were very close to the barriers, thus making it difficult to swing the tail into the "bay" without the offside front swinging out and hitting a post.

Test 4, reversing into a loading bay, proved too tightly laid-out for a Queen Mary.

Nevertheless, I believe this to have been one of the best trials yet seen.

R26

The Royal Air

R.A.F. Corporal is 1961

RESULTS

Class A—Up to 15 ft. (Standard Motors Trophy): J. S. Wooding (Austin Motor Co., Ltd.), Austin, 160, 1; F. G. Taylor (G.P.O., Plymouth), Morris, 172, 2; R. Keech (Express Dairy, London), Morris, 182, 3.

Class B—15-19 ft. (Quasi-Arc Trophy): P. E. Steel (S.P.D., Ltd., York), Austin, 160, 1; L. T. Phesse (G.P.O. Telephones, Portsmouth), Morris, 186, 2; J. Stimson (S.P.D., Ltd., York), Austin, 195, 3.

Class C—19-22 ft. (Regent Oil Trophy): L. Glaze (British Oxygen Co., Ltd., Bilston), Bedford, 238, 1; G. R. Parry (Humber, Ltd.), Commer, 264, 2; V. Lucas (H. Garon, Ltd., Southend), Albion, 313, 3.

Class D—22-25 ft. (Power Petroleum Trophy): L. Barrow (Staffordshire Potteries Water Board), Bedford, 299, 1; C. W. Ratcliffe (Ind. Coope, Ltd.), B.M.C., 301, 2; A. Pickess (Thomas Hedley and Co., Ltd., Grays), Bedford, 323, 3.

Class E (1)—Over 25 ft. with 2 axles (Shell-Mex and B.P. Trophy): B. R. Lewin (British Oxygen Co., Ltd., Manchester), Bedford, 185, 1; B. A. Absolom (Caversham Haulage, Reading), Bedford, 188, 2; R. Watt (Brian Watt Transport, Wath-on-Dearne), Dodge, 229, 3.

Class E (2)—Over 25 ft. with more than 2 axles (I.O.T.A. Trophy): G. F. Grinstead (Shell-Mex and B.P., Ltd., Stanford-le-Hope), Leyland, 259, 1; R. Bennion (Pease Transport, Ltd., Liverpool), Foden, 302, 2; C. Campbell (Kerion Portland Cement Co., Ltd.), Leyland, 329, 3.

Class F (1)—Semi-trailer under 22 ft. (Tate and Lyle Trophy): R. Beaman (B.R.S., Manchester), Austin, 176, 1; W. Hobbs (Burt Boulton and Haywood, Ltd., Bridport), Bedford, 276, 2; H. Thorley

(J. E. Chettle, Ltd., Nottingham), Thames, 281, 3.

Class F (2)—Semi-trailer 22-27 ft., tractor unit under 3 tons (George Wimpey Trophy): J. Craney (Arthur Hughes and Sons (Haulage), Ltd., Liverpool), Bedford, 239, 1; W. C. Ward (Pease Transport, Ltd., Liverpool), Bedford, 268, 2; E. H. Atkin (Joshua Tetley and Son, Ltd., Leeds), Austin, 269, 3.

Class G—Semi-trailer up to 27 ft., tractor unit 3 tons or over (Eagle Engineering Trophy): C. G. Fey (Shell-Mex and B.P., Ltd., London), Leyland, 192, 1; A. E. May (Shell-Mex and B.P., Ltd., Plymouth), Leyland, 202, 2; C. E. Curtis (Pease Transport, Ltd., Totton), A.E.C., 223, 3.

Class H—Any type semi-trailer over 27 ft., tractor unit any unladen weight (T.G.W.U. Trophy): R. C. Cooper (Reed Transport, Ltd.), Foden, 297, 1; J. W. Griffiths (De Havilland Aircraft Co., Ltd., Chester), Austin, 341, 2; J. H. Robinson (Tubes, Ltd., Leicester), Leyland, 446, 3.

Class S—Standard Services load-carrying vehicles: Cpl. D. M. Readman (R.A.F., Gaydon), Austin, 198, 1; L. Cpl. Cassettary (129 In/Workshops, R.E.M.E., Oxford), Ford, 230, 2; Tpr. J. O'Rourke (Junior Leaders Regt., Bovington Camp), Bedford, 312, 3.

Best Driver, Diesel-engined Vehicle: B. R. Lewin, 1; R. C. Cooper, 2; G. F. Grinstead, 3.

Best C-licensed Driver: L. Barrow.

Chairman's Award of Merit: J. C. Marindale (Pease Transport, Ltd., Liverpool).

Oldest Driver: J. S. Wooding.

Best Eliminating Centre Team: Leeds.

Safest Cab: Glazebrook Transport, Ltd. (Contract Vehicle for Vic Hallam, Ltd.).



National Coal Board driver G. Shearer maneuvering his Dennis artic on the reversing test.



... and drivers G. F. Grinstead, R. Beaman, J. Craney, C. G. Fey and R. C. Cooper.

Force Moves In

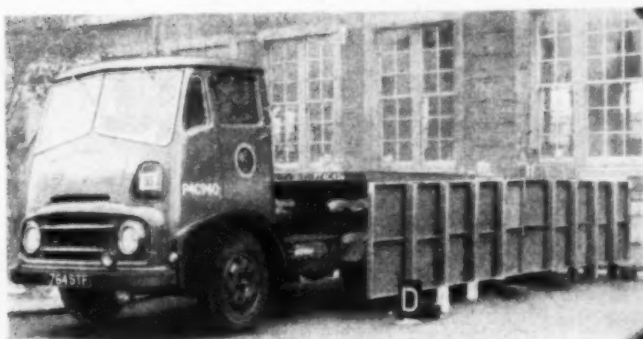
Lorry Driver of the Year



(Above) Cpl. Readman, the 1961 Lorry Driver of the Year. (Left) He reverses his Bedford smartly in the national final.



The vehicle positioning test, Number 3, took a heavy toll of competitors.



(Top) The winner of Class F(1), on the way to his title. (Above) The winner of Class G reversing his Shell-Mex artic.

Now It's Transistorized Transport

A 11-TON battery-electric vehicle, which offers approximately 15 per cent. extra range, and needs no separate battery-charging equipment, was announced on Monday by Smith's Delivery Vehicles, Ltd. The vehicle demonstrated was a milk float with all-plastics body and integral chassis and platform, which will be shown in London at the Dairy Show next month.

In its present application, the vehicle costs approximately 4 per cent. more than a comparable vehicle of conventional design. Smith's hope that, once in production, the new design (called the Transitruck) will cost no more than existing vehicles, possibly less.

A Transitruck ordered at present would cost £1,103 with battery, but without paint or extras. Sliding cab doors are offered for £38.

Smith's claim that, with the new design, smaller batteries are possible, there is no loss of current due to heating resistance, it can be recharged from any 13-amp. mains point in roughly 6 hours, 10-20 per cent. boost charges can be given in 1 to 2 hours, and that there is no wasteful starting resistance.

The new design embodies electronic equipment, the Sevcontroller and the Sevcharger, which have been developed by Joyce, Loeb, Ltd., of Gateshead, Co. Durham.

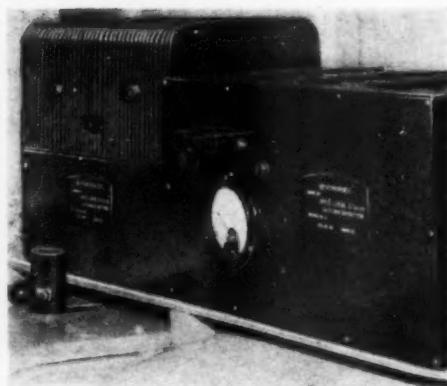
Briefly, the control unit (the

(Above) A full-view front is available on the new all-plastics milk vehicle. (Right) The control and charging equipment are sited in the cab, on the nearside of the bulkhead.

Sevcontroller) utilizes a semi-conductor method of control by silicon controlled rectifiers and transistorized oscillators. It provides variable pulse current control, which enables smoother operation and reduces current peaks and is claimed to achieve an overall battery saving of 10 to 20 per cent.

The second half of the design is the charging unit (the Sevcharger), which is integral with the cab and is, in effect, a miniaturized constant current

semi-conductor type of charger. It is fully automatic, is adjustable, and has a pre-set charging rate and termination. A Chloride battery is supplied with the Transitruck.



What Semi-conductor Devices Mean

By David Gurwicz, B.Sc.(Hons.)

THE development of semi-conductor devices and transistors to deal with heavier currents has now, for the first time, made it possible to extend their application so as to incorporate semi-conductor methods of DC control through silicon-controlled rectifiers on battery-electric road vehicles. The advantages of smooth, stepless and loss-free control equipment should be greatly appreciated by users of this type of transport and, indeed, extend the fields of application through increased flexibility. Additionally, and as explained in greater detail later on, the same semi-conductor devices also make it possible to incorporate a charging system within very small physical dimensions, and

B28

without adding appreciably to the unladen weight.

Thus, an electric road vehicle can now be completely independent of fixed charging stations and a high and constant charging rate makes it possible to extend the range, if required, by boosting charges from the mains.

The conventional starting and speed control of a DC series motor is inefficient and involves considerable loss of power, and to understand the reasons for this and to indicate the advantages of the semi-conductor method of control, a brief review of the theory is essential.

To minimize power losses, both the field and armature resistances have to be kept to a very low figure so that, if

a DC series motor in an electric vehicle were to be connected directly to a DC supply, the current flow would be limited only by the ohmic resistance of the windings. The resulting excessive current would not only destroy the motor windings, but would also produce a torque sufficiently high to damage any form of mechanical transmission between motor and load.

The conventional method of motor starting depends on the fact that a conductor rotating in a magnetic field generates a voltage which opposes the applied voltage, and so limits the current flow. Resistors, which are connected in series with the motor and limit the starting current and torque

(Continued on page 249)



THE TREND TO MERCEDES

These illustrations represent some of the Mercedes vehicles recently delivered to British operators.

They include a 7 Tonner, No. 3, while the others are rated for 14 Tons G.V.W.

No. 2 is fitted with a 10.8 litre engine. Standard specifications of all Mercedes-Benz Commercial Vehicles include a 5-speed synchromesh gear-box, exhaust brake, heater and flashing indicators.

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(SUPER MILEAGE TRANSPORT)

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drive-wheel tyre**

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THE tyre for Highway Service**

WIDE CENTRE RIDING STRIP—more rubber in contact with road surface giving longer wear.

WIDE, FLAT TREAD—spreads the load evenly and helps longer life.

CROSS BARS FIRMLY ANCHORED to prevent distortion and wiping.

EXTRA DEEP NON-SKID PATTERN and thick heavy tread base for longer mileage.

COOL RUNNING because spaces between cross bars allow free air circulation.

CARCASS of Safety-Tensioned, Gum-Dipped Rayon Cord.

STRONG BEAD FOUNDATION eliminates excess chafing and flexing.

NON-SKID SAFETY under all highway conditions.



Firestone **CROSS-BAR** (Super Mileage Transport)

R30



to reasonable proportions, are withdrawn in stages as the motor gains speed. Once full speed has been attained, the external resistors are completely short-circuited.

Each time the motor starts, external resistances, which are approximately 10 times as high as motor resistance, are inserted, so that 10 times as much power is wasted in resistance losses as is usefully consumed turning the motor, and during the course of a day the total power lost may, in some cases, amount to as much as 25 per cent. of the total power consumption of a battery-electric vehicle.

Disadvantage

Another disadvantage of conventional control is that the external resistors are removed in a series of steps, so that the motor is accelerated in jerks. This means that "inching" control, highly desirable on all battery-electric vehicles and essential to electric fork-lift trucks, can only be obtained by switching the motor on and off, with subsequent shocks to the transmission. Methods have been devised to minimize the power loss, the most notable being the parallel-series control system developed some 15 years ago by Associated Electrical Industries, Ltd., in association with Smith's Delivery Vehicles, Ltd. However, a method by which loss-free, as well as smooth, stepless control can be obtained is by means of the Sevcon controller.

It is based on the new high-capacity silicon-controlled rectifier (S.C.R.) and is the outcome of an intensive research programme carried out by Joyce, Loeb and Co., Ltd., in collaboration with the world licensees and patentees, Sevcon Engineering, Ltd. The S.C.R., which is analogous to the grid-controlled mercury arc rectifier, is a device having three terminals which, for simplicity, may be called anode, cathode, and gate. When a voltage is applied across the anode and cathode, the S.C.R. will form an open circuit unless a small signal is applied to the gate, whereupon the device becomes a short circuit capable of carrying large currents with a negligible voltage drop.

Unbroken

The short circuit cannot be broken by terminating the gate signal—to turn off the S.C.R. it is necessary to reduce for a specified length of time the applied voltage between anode and cathode, or to reverse its polarity.

By making use of these devices, and of the inductive nature of the motor series field, the mean current flow in the motor can be controlled. The motor is connected across the DC supply in series with an S.C.R., which

is "turned on" by a pulse supplied by a transistorized relaxation oscillator.

Due to the inductive nature of the motor field, the motor current rises only gradually (in this context we are considering time in thousandths of a second) and before it has attained a dangerously high level, a second S.C.R. is fired by a separate oscillator. This second unit discharges a capacitor across the main S.C.R., which is thereby turned off. In order to prevent jerkiness and the possibility of excess voltage, a diode is connected across the motor which allows the current flow to continue in the motor although no current is taken from the source of supply. This current flow is not constant but decreases from the instant the main S.C.R. is switched off.

The cycle is now complete, and may be repeated by successive firings of the main S.C.R. The repetitive rate, and hence the mean current flowing in the motor, is determined by the frequency of the relaxation oscillator, which is controlled by the operator. In this way, stepless, loss-free control, with infinitely gradual acceleration from rest to full speed, is obtained.

More Current Flows

Since current continues to flow in the motor during the inter-pulse periods, it follows that more current must flow than is taken from the battery supply. This is achieved by an automatic current-voltage transformation in the system, which enables starting currents of 200 amps in the motor to be obtained from a supply current of 20 amps. Since torque is proportional to the square of current, very high starting torques can be obtained with a minimum drain on the battery supply.

The units at present under development are capable of handling motor currents up to 600 amps on starting, at 70-80 v. To prevent the slight dissipation experienced in the electronic components on the high power units, a contactor is arranged to short out the controlling circuit once the motor has attained full speed.

The problems associated with the charging of a large lead-acid accumulator are due to its low internal resistance and to the rise in open circuit voltage during charging. The output voltage of the charger must at least equal the fully charged battery voltage. Extremely heavy currents would flow when the battery is discharged, and might result in damage to the charger—or more likely in localized heating in the battery.

The most common method of avoiding these dangers is to connect, in series, a resistor or choke to taper the

charging current as the battery terminal voltage rises. The disadvantage of this method is that whilst the average charging current over the whole period is less than the maximum current required, the charging circuit must be capable of supplying the maximum, possibly for an extended period. As a result, the charger is too large and heavy to be carried on a battery-electric vehicle.

Smaller and Lighter

The Sevcharger, incorporating silicon diodes and a silicon-controlled rectifier which delivers a constant current charge, is much smaller and lighter than the conventional type of charger. It may be carried with ease aboard the vehicle, and plugged into a convenient mains supply point at any time for recharging. Where required, the charging system can be combined and housed with the controller in one, single unit. By means of a suitable change-over switch, the same S.C.R.s can be employed for both duties.

The silicon diodes rectify the alternating mains voltage to produce a series of half-sine waves. An S.C.R., connected between the battery and the diodes, is fired at varying points on the output wave form by means of a transistorized relaxation oscillator. The precise point of firing, and hence the voltage applied across the battery, is determined by the magnitude of the R.M.S. current flowing into the battery.

Constant Current

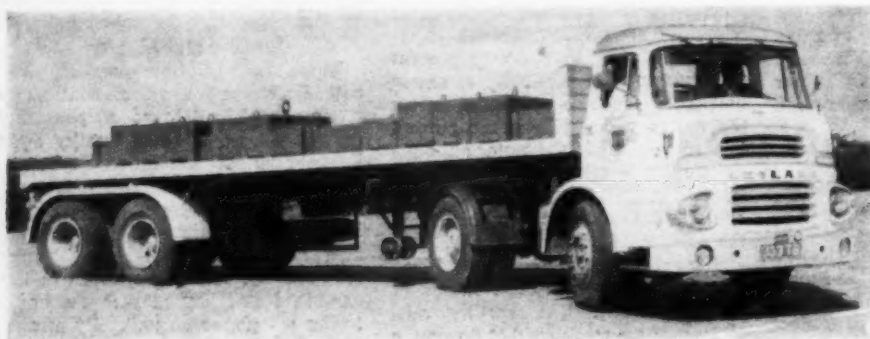
The charging current is thus kept constant, independent of both battery voltage and mains fluctuations, and since it is R.M.S. rather than mean current which determines the heating effect in the battery and the loan on the mains, its constant control offers considerable advantage.

The charger incorporates automatic reduction of the charging rate once the battery voltage has reached a predetermined value, as well as eventual termination of the charge after a fixed period on the reduced rate has elapsed. It may easily be adjusted to give a slow equalizing charge. Chargers for currents up to 25-35 amps at nominal battery voltages of up to 72 v. have now been developed.

While, for the moment, the new devices will be incorporated in battery-electric road vehicles, there is no doubt that this development may lend itself to many other applications in the electric traction and DC transmission fields. A further development is in progress to explore the wider possibilities of the principle, with a view to exploiting the great potential which is anticipated at home and overseas.

ALTHOUGH a 24-ton-gross articulated outfit cannot carry as great a payload as a rigid 24-ton-gross vehicle, the increasing world-wide popularity of the heavy articulated vehicle is clear proof that many operators are prepared to sacrifice the ton or so of payload involved in the interests of more flexible working.

One of the most outstanding tractive units for operation at 24 tons gross currently produced in this country is the Leyland Beaver, from the Power-Plus range introduced in



September of last year. Tested with the more powerful of the two optional units, the Beaver articulated outfit displayed outstanding fuel economy, acceleration and hill-climbing, above-average braking, and safe handling, whilst the abundance of power-assisted controls made the unit as light to handle as any private car.

Because of their ownership of Scammell Lorries, Ltd.,



For a maximum-capacity articulated outfit, the braking performance was particularly satisfactory: as can be seen, the tractive unit adopts a nose-down attitude when the brakes are fully applied.

Leyland are in the unique position, for a British heavy-vehicle manufacturer, in having a semi-trailer maker within the group. Thus it is not surprising that advantage has been taken of this to develop a Scammell tandem-axle semi-trailer to match the Beaver tractive unit. In this way the complete Leyland-Scammell outfit can be regarded as a single entity, and this shows up in the overall performance of the vehicle, in direct contrast to some of the ill-matched combinations frequently found on British roads.

The Beaver tractive unit, which has a wheelbase of 8 ft., is one of five Beaver maximum-capacity four-wheelers in the current Leyland Power-Plus range, haulage models with wheelbases of up to 17 ft. 6 in. being available, with solo ratings of 14 tons, but gross-train-weight limits of 24 tons.

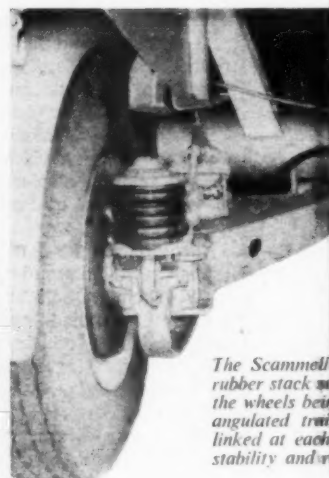
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The Leyland Beaver Takes Son

by John F. M.

*Test of Leyland Beaver
Matched Scammell Semi-
trailer: Fuel Economy
Outfit: Braking, Hill-
climbing and Cab Comfort*

(Above) The Leyland Beaver-Scammell articulated outfit was tested with a payload of 14 tons 12 cwt., the semi-trailer bogie loading being 11 tons 9 cwt.



The Scammell rubber stack and the wheels being articulated and linked at each end for stability and

Like other Power-Plus models, the right-hand-drive Beaver is available with either the O.600 9.8-litre "economy" diesel engine, which develops 140 b.h.p. (net) up to 1,700 r.p.m. and 438 lb.-ft. torque at 1,200 r.p.m., or the O.680 11.1-litre "high-performance" unit, the net output of which is 200 b.h.p. at 2,200 r.p.m. with a peak torque rating of 548 lb.-ft. at 1,200 r.p.m. Left-hand-drive models are not available with the O.600.

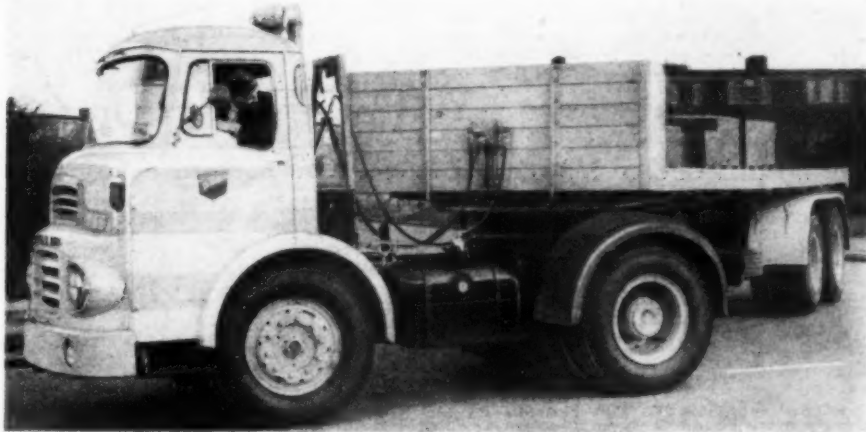
With either engine a five-speed constant-mesh gearbox is standard equipment, with the option of a sixth overdrive ratio. There is another optional ratio of 9.31 to 1, but this is offered with the O.680 engine when the vehicle is to be used only on hard surfaces. There is no restriction on the use of the ratio with the O.600 unit. This "crawler" ratio is contained in the forward section of the gearbox, and drives the layshaft: thus it can be used to double up the main box ratios—a valuable asset when working in hilly territories.

The rear axle is a double-reduction unit, with spiral-bevel

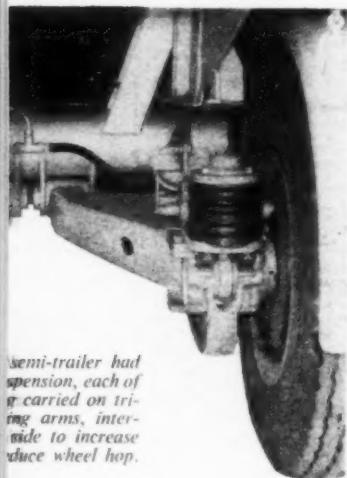
Beaver ne Beating

Don, A.M.I.R.T.E.

ver Tractive Unit With
emi-trailer Reveals Out-
ry of This 24-ton-gross
limbing, General Hand-
Attain High Standard



(Above) The Power-Plus O.680 200-b.h.p. diesel engine endowed the Beaver outfit with above-average power and economy. Cab comfort is another outstanding feature.



Semi-trailer had suspension, each of carrying arms, inter-axle to increase reduce wheel hop.

primary train and epicyclic hub-mounted secondary gearing. There is a choice of three standard overall ratios—7.74, 6.06 and 4.82 to 1—and the vehicle tested had the 6.06-to-1 gearing.

Bolting is used throughout the assembly of the chassis frame, the side members of which are $\frac{1}{4}$ -in. pressings, with a maximum depth of $9\frac{1}{2}$ in. and $2\frac{1}{2}$ -in. flanges. Frames of up to $11\frac{1}{2}$ in. x 3 in. x $\frac{1}{2}$ in. are used on some of the Beaver haulage models. Semi-elliptic springs are

employed at both axles, those at the front being 3 in. wide, whilst the rears are $3\frac{1}{2}$ in. wide, and telescopic dampers are standard equipment at the front axle. Also standard equipment is Marles cam and double-roller steering with hydraulic assistance, whilst the driver's efforts are still further reduced by the air-assisted clutch actuation which is incorporated as standard on O.680 engines, although it is not available with the O.600 unit.

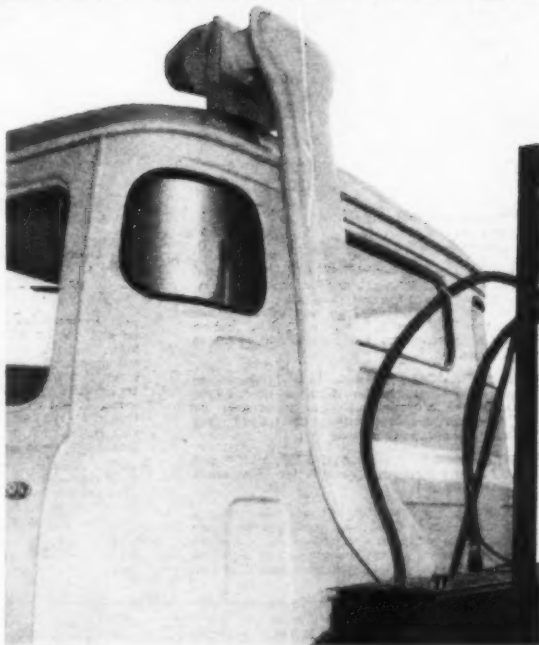
Bendix-Westinghouse air-pressure braking has been adopted, the Leyland S-cam brakes being actuated by diaphragm assemblies through Bendix-Westinghouse slack adjusters. This braking system incorporates yet another labour-saving device as standard—a power-assisted hand-brake.

The standard cab is an attractively styled all-steel assembly, a particular feature of which is the low step ahead of the front wheel. An alternative version of this cab is available with plastics panelling attached to the same basic framing members: this costs a little more than

the all-steel cab, but saves over 1½ cwt. in weight.

The matching Scammell semi-trailer has identical S-cam brakes to those used on the driving axle of the Beaver, although alternatively 15½-in. x 5-in. two-leading-shoe wedge-actuated brakes can be supplied. In either case brake operation is through a two-line air-pressure system, the air reservoir and brake relay valve for which are carried on the semi-trailer.

Two entirely new types of bogie suspension are offered

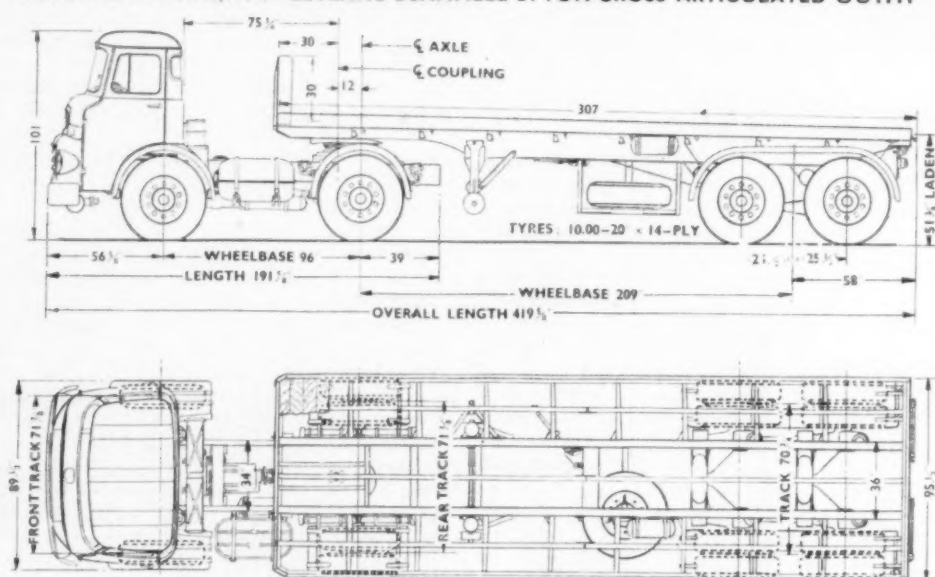


Export version of the Beaver is available with engine-air-intake pre-filters located on the cab roof. Plastics ducting conveys the air to the engine-mounted paper-element main filters.

on this semi-trailer, both being based on four independent triangulated arms which are interlinked on each side to reduce wheel hop when braking, with subsequent reduction in the rate of tyre wear.

Bellows-type air springs provide the suspension medium of one type of bogie, the alternative version having rubber springs, each spring consisting of progressive, self-damping stacks of rubber discs. The rubber-sprung bogie was fitted

ROAD TEST No. 716/M175—LEYLAND-SCAMMELL 24-TON-GROSS ARTICULATED OUTFIT



MODEL: Leyland Beaver 14B.17R 8-ft.-wheelbase 24-ton-gross four-wheeled tractor unit with 200-b.h.p. diesel engine and all-steel cab, and "matched" Scammell tandem-axle semi-trailer with 25-ft. 7-in. platform body and rubber suspension.

WEIGHTS:

	Tons	cwt.	qr.
Unladen tractor unit (kerb weight) ..	5	4	3
Unladen semi-trailer ..	3	19	3
Payload ..	14	12	0
Driver, observer, etc. ..	3	2	
	24	0	0

DISTRIBUTION:

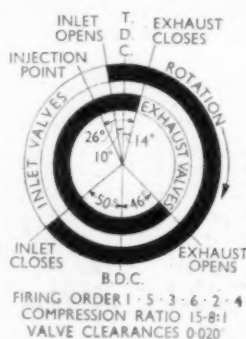
Tractor unit front axle ..	4	10	3
Tractor unit rear axle ..	8	0	1
Semi-trailer bogie ..	11	9	0

ENGINE: Leyland Power-Plus O.680 six-cylindered direct-injection diesel engine; bore 127 mm. (5.0 in.); stroke 146 mm. (5.75 in.); piston-swept volume 11.1 litres (677 cu. in.); maximum net output 200 b.h.p. at 2,200 r.p.m.; R.A.C. rating 60 h.p.; maximum net torque 548 lb.-ft. at 1,200 r.p.m.

TRANSMISSION: Through 16.25-in.-diameter single-dry-plate clutch with air servo, to Leyland six-speed constant-mesh gearbox thence by one-piece propeller shaft to the fully floating double-reduction rear axle.

GEAR RATIOS: 7.243, 4.613, 2.755, 1.69, 1 and 0.766 to 1 forward; reverse 6.5 to 1; rear-axle ratio 6.06 to 1.

BRAKES: Bendix-Westinghouse air-pressure system, with Leyland cam-operated leading-and-trailing-shoe brakes on tractor-unit and semi-trailer axles. Semi-trailer brakes actuated through two-line air-pressure system. Single-



pull air-assisted handbrake linked mechanically to driving-axle wheels only. Hand-reaction valve in cab controls semi-trailer brakes separately. Diameter of drums, tractor unit, front, 15.5 in.; tractor unit, rear, 15.5 in.; semi-trailer, 15.5 in.; width of linings, tractor unit, front, 4.5 in.; tractor unit, rear, 7.0 in.; semi-trailer, 7.0 in.; total frictional area, 1,381 sq. in.; that is, 57.5 sq. in. per ton gross weight as tested.

FRAME: Tractor; pressed-steel channel section, with four cross-members bolted in position. Semi-trailer; pressed-steel channel section, with three tubular and two channel-section cross-members welded in position.

STEERING: Marles cam and double roller, with Marles hydraulic servo: 4½ turns from lock to lock.

SUSPENSION: Tractor: semi-elliptic springs with telescopic dampers at front axle. Semi-trailer; Scammell independent suspension, with rubber springs and trailing arms.

ELECTRICAL: 24v. compensated-voltage-control system with 121-amp.-hr. batteries.

FUEL CONSUMPTION: (a) level route, using overdrive, 10.7 m.p.g. at 28.6 m.p.h. average speed; (b) level route, not using overdrive, 9.4 m.p.g. at 28.7 m.p.h. average speed; (c) hilly route, using overdrive, 9.1 m.p.g. at 25.2 m.p.h. average speed; (d) full-throttle motorway run, 7.15 m.p.g. at 47.8 m.p.h. average speed; that is, 257 gross ton m.p.g. as tested (a), 226 as tested (b), 218 as tested (c), and 172 as tested (d), giving time-load-mileage factors of 7,350 (a), 6,486 (b), 5,493 (c) and 8,222 (d).

TANK CAPACITY: 36 gal., laden range (undulating route) approximately 325 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 12.75 sec.; 0-30 m.p.h., 28.5 sec.; 0-40 m.p.h., 51.0 sec.; direct drive, 10-20 m.p.h., 16.5 sec.; 10-30 m.p.h., 36.0 sec.; 10-40 m.p.h., 59.0 sec.

BRAKING: From 20 m.p.h., 29.0 ft. (14.9 ft. per sec. per sec.); from 30 m.p.h., 66.75 ft. (14.5 ft. per sec. per sec.). Tractor-unit handbrake from 20 m.p.h., 15 per cent. (Tapley meter).

WEIGHT RATIO: 0.417 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 9.0 ft. of front bumper at ground level on centre line.

TURNING CIRCLES (Tractor unit only): 38 ft. left lock, 37 ft. right lock. Swept circles: 42 ft. left lock, 41 ft. right lock.

MAKERS: Tractor unit: Leyland Motors, Ltd., Leyland, Lancs; Semi-trailer: Scammell Lorries Ltd., Watford, Herts.

to the test outfit and this, like the air-sprung version, has rubber-bushed joints to eliminate all need for periodic lubrication.

The semi-trailer frame is a particularly robust assembly, with 15-in. x 3½-in. x ½-in. side members, braced by five cross-members—three of which are tubes—welded in place. Lightweight, vertical-screw support legs are fitted, and an S.A.E./S.M.M.T. fifth-wheel coupling is standard. Body-support outriggers—spaced at 3-ft. intervals—are welded to the side members, and the standard timber platform body affords a clear length of 25 ft. 7 in. when a tailboard is not fitted.

For the home market the Beaver tractor unit is supplied with 10.00—20 (14-ply) tyres as standard equipment, and

the Scammell semi-trailer was fitted with the same size of tyre. The semi-trailer can be specified with 9.00—20 (10-ply) tyres, whilst for export the Beaver is fitted with 11.00—20 (12-ply) equipment.

Ready for the road the Beaver, from which the spare wheel and carrier had been removed to make room for a fuel-test tank, turned the scales at 5 tons 4½ cwt., whilst the unladen weight of the semi-trailer was 3 tons 19½ cwt. Iron weights totalling 14 tons 12 cwt. were placed on the body, so that with myself, a Leyland driver and test equipment aboard the gross train weight was exactly 24 tons. Distribution was such that all the tyres were loaded well within their related capacities, whilst, were it not for the desirability of having the same size of tyre on all wheels,

the semi-trailer wheels could have been equipped with 9.00—20 (10-ply) tyres.

Brake tests were made first, and the figures obtained are most satisfactory for an articulated outfit of this weight. There was no wheel locking during any of the tests, and the overall stability of the combination was impressive. The average maximum retardation indicated by the Tapley meter was 59 per cent.

Although the mean stopping distance from 30 m.p.h. was nearly 10 ft. greater than that obtained from the same speed with an Octopus rigid eight-wheeler (*The Commercial Motor*, June 2, 1961), the retardation was still good, delay in the system having been reduced to 0.25 seconds (during which time the vehicle would travel about 11 ft. when braking from 30 m.p.h., hence the difference between the performances of the rigid and articulated Leylands).

Two handbrake tests were made from 20 m.p.h. Using the tractive-unit handbrake a maximum retardation of 15 per cent. was obtained from this speed, which is quite satisfactory. Application of the semi-trailer brake hand-reaction valve on the Beaver's steering column resulted in a Tapley meter reading of 29 per cent.—again quite satisfactory.

The acceleration times recorded from a standstill up to 40 m.p.h. are outstanding for a vehicle of this weight, and are almost identical to those obtained in June with the O.680-engined Octopus. Good direct-drive times between 10 and 40 m.p.h. were obtained also, and again these figures were close to those recorded with the Octopus. This O.680



The whole of this Leyland-Scammell road test was filmed by the Standard-Triumph film unit, this sequence being the ascent of Parbold Hill.

unit has extremely good torque characteristics, and it pulls hard at low crankshaft speeds.

Four sets of fuel-consumption figures were taken, all while fully laden. The first two were made on a level stretch of road to obtain strictly comparative figures to show the advantages of the overdrive ratio under such conditions. The difference was 14 per cent.—well worth the additional £30 for this optional ratio.

Next a run was made along a 10-mile circuit of narrow, undulating roads and, without exceeding 33 m.p.h., the trip was completed at an average speed of 25.2 m.p.h. The resulting fuel-consumption rate of 9.1 m.p.g. is remarkably good, and gives a time-load-mileage factor of 5.493—very high in view of the conditions.

It is obvious that on a twisty, hill route such as this, the reduced transmission resistance of an articulated vehicle with a single driving axle saves fuel compared with the higher resistance afforded by the double-drive bogie of a rigid chassis. For instance, the O.680 Octopus

returned 8.3 m.p.g. over the same course in June, although the average speed was only 0.2 m.p.h. slower.

The final test was made along a 17-mile circuit of the Preston By-pass motorway, and this was completed at an average speed of 47.8 m.p.h., 60 m.p.h. being exceeded in places. The resulting consumption rate was 7.15 m.p.g., giving a time-load-mileage factor of 8.222.

The outfit handled in a most stable fashion at these speeds and, despite the rather severe grades (by motorway standards) to be found on the Preston By-pass, it was not necessary to change lower than fifth gear. In addition to the obvious economy given by the optional overdrive ratio, it also raises the top speed from 45 m.p.h. to 58 m.p.h.

Gradient performance was assessed on the $\frac{1}{4}$ -mile-long Parbold Hill, the average gradient of which is 1 in 12. The climb, which was made in an ambient temperature of 71° F., occupied only 4 minutes 20 seconds, and second was the lowest gear needed, this ratio having been engaged for 1 minute 6 seconds, during the course of which time the road speed never dropped below 10 m.p.h. No exhaust smoking occurred during this ascent.

The engine-coolant temperature before making the climb was 158° F., and the ascent caused this temperature to rise by only 16° F., showing the cooling system to be more than adequate for this type of duty. As a safeguard, the cooling system incorporates a "no-loss" circuit into which is fed any water forced out of the main system due to increased temperature, and from which it is drawn back into the main system as the temperature drops again.

Fade resistance was ascertained by coasting the Beaver outfit down this hill in neutral, keeping the speed down to 20 m.p.h. by use of the footbrake. This is a particularly severe test for a vehicle of this weight and it lasted 2 minutes 20 seconds. At the bottom of the hill a stop was made from 20 m.p.h. and the Tapley meter indicated that the maximum efficiency was only 4 per cent. lower.

I would call these brakes as near fade-free as humanly possible, and this sort of performance illustrates the wisdom of providing adequate drum and lining area, the complete outfit having a total frictional area of 1,381 sq. in.

The Beaver was then returned up the hill and stopped on the steepest section, the severity of which is 1 in 6 $\frac{1}{2}$. The tractive-unit handbrake, the semi-trailer air brakes and the semi-trailer ratchet-type parking brake were each applied separately, and all held the outfit on this slope.

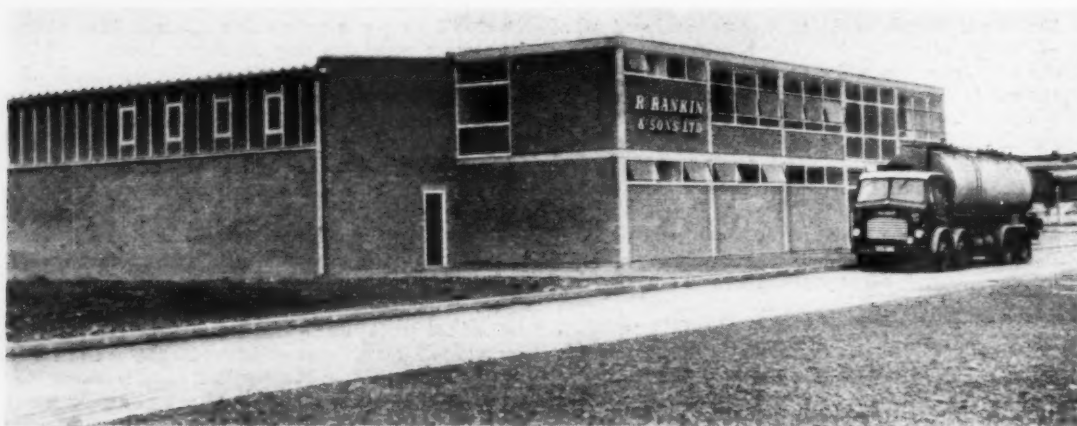
A second-gear restart was then attempted, but this failed, too many revs. giving rise to clutch slip and too few causing stalling. An easy, part-throttle restart was made in bottom gear, however, without the accompaniment of tractive-unit "bouncing" or other undesirable side effects.

At all times the Beaver "artic." handled very well, and was in no way tiring to drive, although the possibility of driver fatigue setting in will be even more remote when some efficient form of acoustic insulation has been found for the engine cowl, power-unit noise being somewhat loud.

All the controls are easy to reach and light to operate, and the general cab layout is good, although, as I remarked in connection with the Octopus tests, additional grab handles by the cab doors would assist access into the cab.

For a short-wheelbase tractive unit the Beaver rode extremely well, whilst the stability of the semi-trailer also was above reproach. The vertical wheel movement allowed by the geometry of the bogie suspension and the self-damping characteristics of the rubber stacks combine to give a particularly smooth ride over bad surfaces.

All in all, there can be few maximum-capacity articulated outfits to match the performance of this Leyland-Scammell combination in terms of performance, handling, robustness and potential ease of servicing. The linking of these two famous names has produced an outstanding vehicle.



Frontage of the new Middlesbrough depot with a Rankin's tanker coming from the vehicle park, which lies beyond the building.

55,000 sq. ft. for 40 Vehicles of North Eastern Haulier

by Ashley Taylor, A.M.I.R.T.E.

Large Haulier in Newcastle upon Tyne Opens New Depot on 6½-acre Site in Middlesbrough to Cater for Increased Demands

STEADILY developing traffic in the prosperous Tees-side industrial area has made it necessary for R. Rankin and Sons, Ltd., the north eastern hauliers, to operate a new Middlesbrough depot, which was officially opened on Wednesday. The depot will be fully operational as from next Monday. A building of contemporary design has been erected on a 6½-acre site which, in addition to catering for present needs, will permit a considerable amount of extension should this become desirable in the future.

The premises cover an area of approximately 55,000 sq. ft. and from them will operate the 40 vehicles with which the company provides its various services for the district. Rankins is an all-round transport organization, planned so as to deal readily with payloads ranging from 7 lb. to 30 tons, apart from handling large quantities of bulk liquids and livestock.

Much of the growth of the business must be attributed to the ability and willingness to handle small consignments, which are distributed by the fleet to any village in Northumberland or Durham, and to providing the same standard of service to all customers whether large or small. The new Middlesbrough depot will be in action 24 hours a day, seven days a week.

Strong Connections

Despite the fact that the headquarters of the company are situated on the Tyne, the Rankin organization has always had strong connections with Tees-side. The business was established on Newcastle Quayside in 1899 and the present managing director, Mr. Robert Rankin, is the third generation of the family to be engaged in the enterprise. The other directors are Mr. Norman Rankin and Mr. William Rankin.

R36

Because of the comprehensive nature of the operations, nationalization brought only a partial acquisition, this move taking place in 1950. Although the State organization took over part of the fleet, an uninterrupted service to Middlesbrough has been maintained for the past 12 years and, following denationalization, a depot was opened at Fleet Street, North Ormesby, in 1955. At that time the present Middlesbrough area manager, Mr. A. B. Fox, was in charge.

The Fleet Street garage will, of course, be vacated when the new establishment, which has been erected in a readily accessible position at South Bank, gets into its stride. The company headquarters are at Cut Bank, Newcastle upon Tyne, and, at the other end of what may be regarded as the fleet's main traffic artery, there is a further depot at Great Howard Street, Liverpool.

"General Goods" Hauliers

An examination of the traffic records shows that Rankins are well entitled to regard their scope as being covered by the term "general goods." However, the principal commodities transported comprise foodstuffs, bulk liquids and particularly chemicals, machinery including large indivisible loads, steel (some of it in long lengths) in addition to all types of packed lubricants and butane gas in containers.

Apart from pure transportation, the Rankin company holds merchandise in its warehouse from which the various commodities are distributed to customers' orders. The area of operation in the main covers the Northern, Yorkshire and North Western traffic areas, there being daily trunk services to Liverpool, regular runs to South Wales, and daily distribution throughout the Tyne-side, Tees-side and Wear areas.

(Continued on page 255)



A.E.C. IN SYDNEY

Sydney's streets are kept busy — and they also have to be kept clean! Street washing is but one of the numerous functions which the many hundreds of A.E.C.s perform in the flourishing capital of New South Wales. The Sydney Department of Transport alone has nearly seven hundred, and there are A.E.C. goods vehicles of all types and sizes fulfilling a vital need in the commercial life of the State. For outstanding performance backed by excellent service, Australia's choice is A.E.C.



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But more hazardous.
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R38

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Speed Demon Pastry and Pedestrian Pastry very nearly meet. The Sporty single-seater is the 1921 A. V. Monocar, a brisk performer that is on display at the Montagu Motor Museum.



The main garage which constitutes the central section of the Middlesbrough depot buildings.

A fleet of 102 vehicles, including Commer, Leylands and Atkinsons, has been built up to deal with this considerable volume of work. The heavy units are predominantly Leyland, whilst all the four-wheelers are of Commer manufacture. In addition, five vans and one 25-ton low-loader are employed.

In order to deal with the considerable volume of bulk liquid transport there are 36 tankers, all of which are of high capacity, running up to 4,000 gallons. They include stainless-steel and glass-lined containers.

Most of the general haulage units are either of the drop-side or platform type, but also operated are several Commer-Scammell and Beaver-Dyson Aeroride articulated outfits, their capacities ranging up to 16 tons. An exception to the standard bodywork takes the form of high-slatted haulage units employed specially for the carriage of bottled gas and packed lubricants. Figures taken at random from the fleet records suggest that the average mileage per vehicle is in the region of 35,000 per annum.

Automatic Lubrication

After a period of trial and careful assessment of the results, all the Rankin vehicles have now been fitted with automatic lubrication equipment. Maintenance is performed on a basis of time and inspection. A large proportion of this work on the Commer vehicles is placed in the hands of Minorities Garages, Ltd., the local Rootes Group distributors, whilst the remainder is carried out by the Rankin engineering staff. A similar system is applied to the heavier machines, the Leyland Gateshead depot being used to a large extent, whilst the rest of the work is left to the fleet's own engineers at the Newcastle and Middlesbrough depots.

As previously indicated, the South Bank site for the new depot was chosen for its ready accessibility to the developing industrial areas of Tees-side, an additional factor of importance being that it is near roads where there is reasonable freedom of traffic movement. The contemporary-style premises are centrally situated on the



plot, with a private driveway passing round the front and leading to the extensive hard-standing area at the side and the rear.

Between the office frontage and the private road is a seeded grass plot and on the other side is a small tarred apron for the parking of visitors' cars. The inquiry, clerks' and management offices are on the first floor. The modern design of the building results in there being excellent natural lighting throughout.

On the ground floor is the traffic office, which is approached by an entrance direct from the vehicle park. This department is equipped with three hatchways, each of which will normally be used for a different type of traffic. Beyond it lies a mess-room for the drivers and an extensive stores department. A small boiler-house contains a Potterton automatic oil-fired boiler, and Nu-way heating equipment. This plant is used for warming the entire premises.

Maintenance Sections

On the same side of the main garage, behind the boiler-house, are the maintenance shops. These are divided into two sections, one for drivers performing routine tasks and the other for the mechanical staff engaged in overhaul or repair. Grease and air lines are laid on, and a 30-ft. inspection pit is equipped with recessed lighting.

In the park at the rear of the main building is an overhead tank of 3,000-gal. capacity which will fuel the company's vehicles. Behind the maintenance shops are covered and open vehicle-washing areas. In order to facilitate speedy cleansing of vehicles, particularly the large tankers, it is the intention to install a steam cleaning plant at a later date.



Extensive parking areas lie to the side and rear of the building. On the ground floor is the traffic office approached by an entrance from the vehicle park.

Seddon's Introduce Their Mk. 2 8-tonner

A NEW 8-ton four-wheeled goods chassis has been developed by Seddon Diesel Vehicles, Ltd., Oldham, Lancs. The model has a solo gross weight rating of 12 tons, and although having some components common to the 7-tonner, a number of new features has been introduced on this model. The new Leyland O.370 diesel engine is one of the optional power units, a plastics panelled cab has been developed (and will subsequently be used on a number of other Seddon chassis) and there are other important detail improvements compared with earlier Seddon chassis.

The new 8-ton model is offered for the same price as the previous 7-tonner (£1,671), but the cab is lower priced, being listed at £215. Eight wheelbases are offered, ranging in dimension from 9 ft. to 17 ft., whilst there is also a 7-ft.-wheelbase tractive unit, which can operate with a 28-ft. 6-in. semi-trailer at a gross train weight of 18 tons. Yet another variation is a six-wheeler with York trailing-axle equipment; this has a gross weight rating of 16 tons, and is available with wheelbases of 13 ft. 11 in., or 16 ft. 5 in.

Road Tested

One of the new 8-tonners was road tested a few weeks ago by John F. Moon. It had the O.370 engine, direct-top five-speed gearbox and single-speed axle and was running at 12 tons 2½ cwt. gross weight. An outstanding feature of the test was the fuel economy, 16.3 m.p.g. at an average speed of 27.7 m.p.h. being obtained when fully laden, whilst with the load off, 22.1 m.p.g. was returned at an average speed of 29.2 m.p.h. From a standstill the 8-tonner reached 30 m.p.h. in 28.4 seconds, and the average stopping distance from 30 m.p.h. was 55 ft. These are the main test results obtained: a fully illustrated report on the test will be published in three weeks' time.

There is a choice of two power units, both being fairly similar in respect of size and output. The O.370 is a 6.075-litre six-cylindred diesel with a net power output of 110 b.h.p. at 2,400 r.p.m. and a peak torque output of 272 lb.-ft. at 1,600 r.p.m. The alternative unit is the Perkins 6.354 5.8-litre unit, the net output of which is 105 b.h.p. at 2,800 r.p.m. and the torque rating 254 lb.-ft. at 1,450 r.p.m.

Engine Lower

A notable feature of the engine installations in either case is that they are mounted 4 in. lower in the chassis frame than was previous Seddon practice; whilst this in no way interferes with front-axle vertical movement, it results in a remarkably small engine cowl inside the cab, a conveniently short gear-change lever, and an improved propeller-shaft line.

The Borg and Beck 14-in.-diameter tangential-strap-type clutch has hydraulic operation. With either power unit five-speed gearboxes are standard equipment. In the case of the O.370 engine the box is the well-known Albion GB241 unit, which is available at extra cost with an optional sixth overdrive ratio. A David Brown gearbox is used with the Perkins engine, and this, like the Albion box, has constant-mesh gearing.

The standard rear axle is a Seddon-built hypoid-bevel assembly with fully floating half shafts. The standard axle ratio is 6.16 to 1, but there is an optional axle, this being an Eaton two-speed unit. Also of Seddon manufacture is the front axle, which is a slightly heavier assembly than that employed on the 7-tonner.



A new design of cab has been developed for the Seddon Mk. 2 8-tonner, the example illustrated having the optional paired headlamps.

At both axles, 3-in.-wide semi-elliptic springs are fitted, the rear springs having helper leaves as standard whilst the front springs are available with optional telescopic dampers. Marles 611 cam and double-roller steering gear has been adopted for the Mk. 2, this having a ratio of 24.7 to 1, giving 5½ turns of the 21-in.-diameter steering wheel from lock to lock.

The chassis frame, like that of the 7-tonner, has ¼-in.-thick pressed-steel side members, these having a maximum depth of 8½ in., with 2½-in. flanges. As with the 7-tonner Girling hydraulic brakes are employed, boosted by a Clayton Dewandre Hydrovac suspended-vacuum servo. The same 16-in. x 3-in. front brakes are used, but the 15½-in.-diameter rear brakes have 5-in.-wide linings, as opposed to the 4½-in.-wide linings of the 7-tonner. This increases the frictional area from 436 sq. in. to 480 sq. in.

The handbrake lever is mounted on the cab sub-frame instead of directly to the chassis frame and is located to the right of the driving seat. The lever mechanism

incorporates a progressive cam so that initial movement of the lever tends to take up the slack in the linkage quickly, after which further movement moves the rear shoes by a progressively increasing mechanical leverage.

Standard tyre equipment is 9.00-20 (12-ply), with 8-stud three-piece wheels. The fuel tank is a 20-gal. unit, and all fuel lines are of extruded nylon. The electrical system is 24v. and an improved type of all-metal battery box, located on the off-side side member, has been developed to give easy battery access but more adequate protection.

Cab Construction

A pressed-steel base assembly, comprising the underframing, floor plates, wheel boxes and engine cowl, forms the basis of the composite-construction cab, which has timber framing and plastics panels. The engine cowl is hinged at the rear and can be supported in the raised position by a strap. To give more working room in the cab both sides of the cowl can be folded inwards and secured by a rubber clip, so giving a clear working area over the whole length of the engine. The cab base has a six-point mounting to the chassis frame.

Standard equipment includes a fresh-air heater and demister, fully adjustable driving seat, wind-down door windows, opening door quarter lights, twin wipers and flashing direction indicators, with steering-column "stalk" type control. A four-headlamp layout is available at extra cost.

A safety innovation is that the wind-screen panel on the driver's side contains a rectangular laminated panel which will not craze like the rest of the windscreen in the event of it being broken, thus ensuring that the driver's forward visibility is not suddenly completely obscured in the event of such an occurrence. The interior of the cab is nicely finished, with natural and decorative-plastic-laminate grained-wood finishes.

Relatively Simple

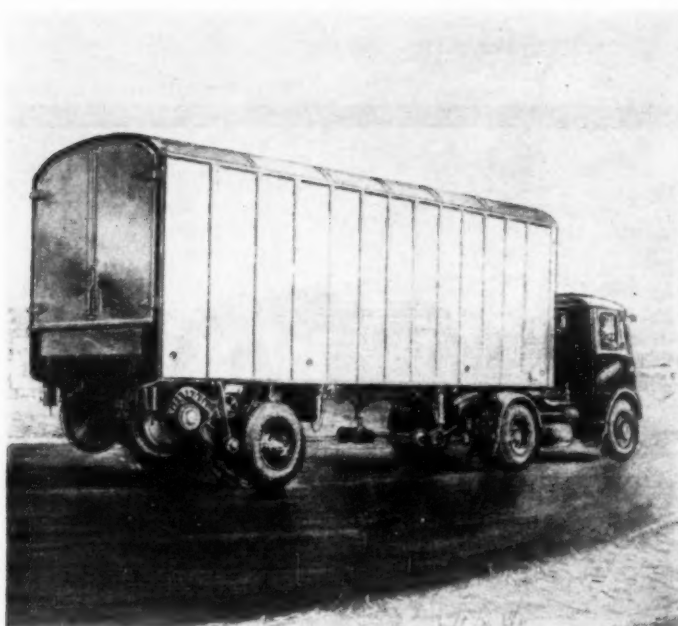
The engine and cab layout are such that it is a relatively simple matter to withdraw the engine and gearbox unit out through the front of the cab after removal of the radiator and radiator grille. This eliminates the need for cab removal, of course. Another improved maintenance feature is that the forward part of the engine cowl is easily removable for adjustment of the fan belt.

Optional extras in addition to those already mentioned include power steering, automatic chassis lubrication, Cary Laminaire fully progressive semi-elliptic springs, rear-axle anti-roll bar, illuminated cab-roof name box, and 30-, 40- or 50-gal. fuel tanks.



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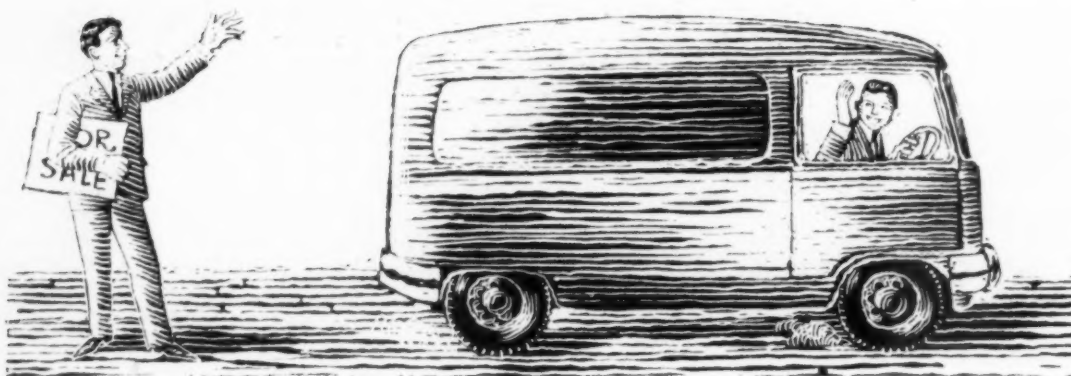


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COMMENTARY

by JANUS

WHEELING THE OIL

WHETHER it may have been, credit is due to the man who originally coined the definition of the ideal haulier as the one who delivers the right goods to the right place at the right time—and, it is usually added, at the right price. The exact provenance of the phrase has now been lost. No doubt it turned up somewhere during the varied deliberations of the Royal Commission on Transport more than 30 years ago; but it may even then have been in the process of becoming hackneyed. From an epigram it declined rapidly into the cliché of the after-dinner speaker.

It was strikingly apt as a motto in the early days of road transport, before there was any pretence of providing an organized service. To the trader who had been brought up with the railways it must have been an experience like something out of *The Arabian Nights Entertainments* to be able to clap his hands and almost at once find a vehicle waiting outside his door ready to do his bidding. Much later the phrase did further duty as a yardstick for condemning the nationalized road transport undertaking that allegedly so often failed to provide what the customer wanted.

Nowadays the picture that the phrase calls up is perhaps a little faded. More and more operators provide a regular service, within the framework of which vehicle, time, place and price are taken for granted. More often than not, the operator cannot be held responsible on those occasions when the ideal is not attained.

IF the right place happens to be the dockside, or business premises in the congested centre of a large town where there are stern injunctions against parking or loading and unloading, the right vehicle with the right traffic may still not be able to carry out its function. Worse still, thanks to some skilful and unremitting propaganda, the public, or a section of the public, are coming to the opinion that certain vehicles (and especially those carrying abnormal indivisible loads) are always in the wrong place at the wrong time, and that the manufacturer of the load would have been far better occupied in making something quite different in another place for another customer.

As for the right place...

Overtones and echoes from the past lend emphasis to the phrase when it turns up a little unexpectedly in the recent paper on oil distribution read by Mr. Christopher T. Brunner, director of Shell-Mex and B.P. Ltd., at the annual meeting of the British Association (summarized in the September 8 issue of *The Commercial Motor*). As on other occasions, he has perhaps given the words a new lease of life, for although there can hardly be a business more highly organized than that of fuel distribution, they nevertheless exactly suit his theme.

Mr. Brunner draws attention to the curious fact that, although there is much talk about improving productivity in manufacturing industries, little attention seems to be paid to the service industries that now employ 42 per cent. of the total working population. The implied assumption, he says, is that the scope for greater efficiency is more limited, and the need less urgent. He uses the distribution system of his own company as an example to prove the assumption both wrong and dangerous.

Oil is distributed in Britain by barge, by road tanker, by the complete train load and by pipeline. There are

almost inevitably stages in the chain of distribution. The choice of the location for each stage, and of the kind of transport to be used to and from the location, must be made so as to give the most intensive use of the available resources. Mistakes may prove expensive.

Although he is mainly concerned with one very specialized traffic, Mr. Brunner makes remarkably clear the problem of goods transport in general. Nearly always there is a large concentration of traffic, whether it be at a factory or a mine or a refinery, and the aim is to disperse the goods over a wide area to a variety of destinations. Where more than one stage is required, the practice is to break the traffic into smaller lots at each stage.

Even the apparent exceptions serve to illustrate the rule. Traffic offered in very small quantities has to be bulked with other goods, as in the case of the post office or the express carrier, before the process of distribution can begin; and the transport of the abnormal indivisible load shows what elaborate steps must be taken when a consignment cannot be subdivided to fit into the normal pattern of the vehicles that have to carry it.

MR. BRUNNER forecasts the increasing use of pipelines for oil distribution, but also makes plain that there will probably always be an extensive need for road tanker vehicles. Operators need not feel, therefore, that the oil companies are abandoning them. The bond between the two interests is naturally strong. Although there may be a multitude of uses for oil products, their use as fuel for road vehicles remains of cardinal importance. As a result, the oil companies have been forced to interest themselves in the problem of roads, on the subject of which, in fact, Mr. Brunner is internationally acknowledged as an expert.

It might be interesting to speculate what might have happened if it had been found—or if it should be discovered in the future—that trains really run best on liquid fuel and cars and lorries on something different.

APART from speculation, road users have grown accustomed to thinking that the oil companies are on their side. By turning to the use of pipelines, the companies might seem to be biting the hand that feeds them. The railways must often have felt like this when a customer who had built up his trade on the permanent way decided to turn to road transport, and possibly even moved his premises to a place where there was no adequate rail service. This rigidity in the face of changing circumstances is in short the tragedy of the railways. Like the lady who took her harp to the party, they are left with a large and probably expensive piece of equipment for which there is no demand.

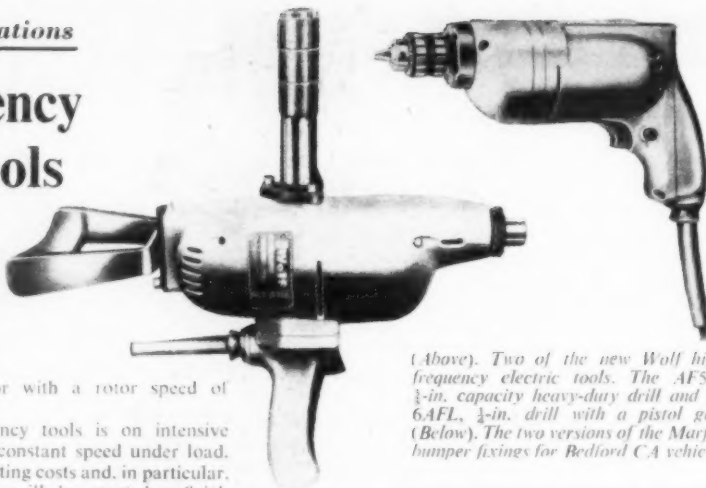
The problem of the road tanker operator is not of these dimensions. When he comes to the point of buying a new vehicle, he has to look ahead for a few years to decide whether the expenditure is justifiable. He would surely be aware of any plan to build a pipeline that in due course would make his vehicle superfluous. He has always accepted the impermanence of traffic, and has not fallen into the error sometimes found among the champions of the railways that they have a prescriptive right to certain types of operation. If the traffic he has been accustomed to carry is swallowed up by a pipeline, tankers are needed for many other products, including some that have not previously been carried by this means.

New Equipment and Publications

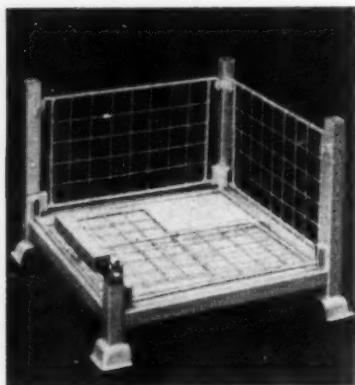
High-Frequency Electric Tools

A RANGE of high-frequency portable electric tools has been introduced by Wolf Electric Tools, Ltd., Pioneer Works, Hanger Lane, London, W.5. The range includes $\frac{1}{2}$ -in., $\frac{3}{8}$ -in., $\frac{1}{4}$ -in. and $1\frac{1}{2}$ -in. capacity drills, a reamer, shears, screwdrivers, grinders and a sander. All operate on 200 cycles, 3-phase supply and have a squirrel-cage induction motor with a rotor speed of 12,000 r.p.m.

Main application for these high-frequency tools is on intensive production work where the advantages of constant speed under load, increased power with less weight, low operating costs and, in particular, the virtual elimination of motor failures will be most beneficial. The capital expenditure involved in obtaining a high-frequency supply is relatively high but in many cases will be warranted.



(Above). Two of the new Wolf high-frequency electric tools. The AF515 $\frac{1}{2}$ -in. capacity heavy-duty drill and the 6AFL $\frac{1}{4}$ -in. drill with a pistol grip. (Below). The two versions of the Marflex bumper fixings for Bedford CA vehicles.



Any size of the Stephens collapsible pallet can be supplied.

Collapsible Pallets

A STANDARD form of collapsible post or box pallet that has a number of interesting features has been developed by E. Stephens and Son, Ltd., 58-66 Bath Street, London, E.C.1. It can be supplied in any size required and when collapsed is only 8-in. high and can also be stacked with any other make.

Link joints at the bottom of the posts allow them to be folded down along the sides. The posts can be square or round and are said to be sufficiently rigid when erected that they need no bracing.

The detachable sides which can be mesh or sheet, are easily and quickly removed and replaced.

Heavy-duty Tow Pole

A HEAVY-DUTY towing pole of 25-ton capacity has been introduced by Harvey Frost and Co., Ltd., one of the companies in the Brockhouse Organization, 25 Hanover Square, London, W.1.

The new pole is called the Maxi-Haul and is double cranked to avoid fouling the body of the towed vehicle. A

detachable axle clamp forms part of the equipment and the pole, which has a swivelling eye at its end, is attached to it by means of a spring-loaded drop-nosed pin.

Harvey Frost have also designed a special towing attachment for use with the Maxi-Haul pole. This incorporates a quick-acting positive self-locking pin.

Alternative Bumper Fixings

FLEXIBLE fixings for the ends of the front bumpers of Bedford CA vehicles have been introduced by Marflex, Catterick Road, Boroughbridge, Yorkshire. These are to replace the standard brackets attaching the ends of the bumpers to the body sides. Fitting the Marflex units will overcome the possibility of damage to the body panel if the bumper is pushed back.

Two types of fixing have been developed. Both use a short coil spring $1\frac{1}{2}$ -in. long with $\frac{1}{2}$ -in. dia. eyes at both ends. One has a setscrew rigidly fixed in the eye at one end, the other has setscrews at both ends. The former is intended for use when the studs welded to the bumper ends are in good condition. The double-setscrew fixing is used if the bumper stud is damaged. In this case a hole has to be drilled in the bumper.



With both types a hole has to be drilled in the body panel.

Retail prices of the fixings are 2s. 6d. a pair with a single setscrew and 4s. a pair for the double-setscrew type. Charge for postage and packing is 10d.

Sealing Compounds

SEALANTS based on Viton synthetic rubber, which give exceptional resistance to high temperature and fuels, are now available from B.B. Chemical Co., Ltd., of Leicester.

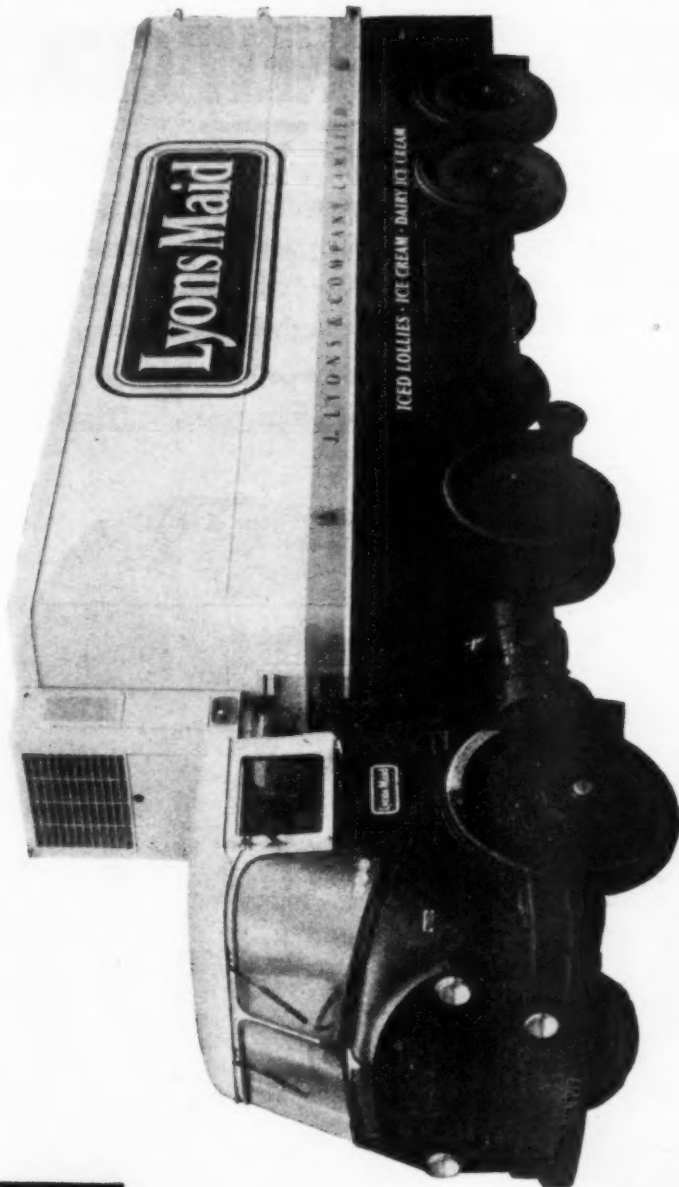
Two special-purpose compounds have been developed. One is brushable and intended for the sealing of joints and as an overcoating for bolt and rivet heads. The other is a high-solids material, applied by spatula or extrusion gun.

The compounds are supplied in two-part form and, after mixing and solvent evaporation, will cure to rubber-like solids within seven days at normal room temperature. When fully cured by increasing the temperature, they will withstand temperatures up to 250° C.



Capacity of the new Harvey Frost Maxi-Haul heavy-duty tow pole is 25 tons. The special towing attachment is also shown.

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2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



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From Motorway to secondary road, this tyre's star qualities are:

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- * thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- * broad central rib, for smoother riding, easier steering
- * deep buttress channels cut overheating



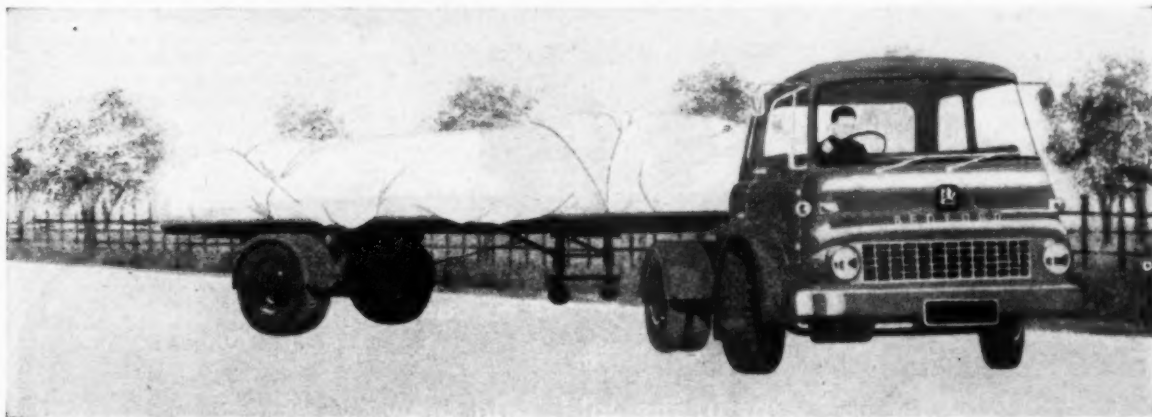
INDIA SUPER G.26 ON ROAD AND TRACK

For all on off-the-road work, this tyre offers:

- * more rubber *on the tread*, for longer wear
- * powerful traction bars, for extra-powerful grip
- * well-tapered tread grooves cut out stone trapping
- * supreme for *rear driving wheels*—with G.25 on the front

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M.P.T.A. Conference

Planning for Standing?

"ONE of the most interesting papers that we have had" was how one member of the Municipal Passenger Transport Association described a paper that was read at this year's conference at Southsea by Mr. W. J. Evans, general manager of Reading Corporation Transport. It was entitled "Some notes on the operation of single-deck buses" (a brief summary of which was given in *The Commercial Motor* last week).

A pioneer of one-man single-deck operation for many years, Mr. Evans was able to pass on to the Association his experiences in this field. Lively interest was shown in the subject, no less than 16 speakers participating in the discussion that followed, which lasted well into the second business session of the Conference.

Mr. W. M. Little, Edinburgh Corporation's general manager, complimented Mr. Evans for bringing before the Conference such a topical subject only days after the new box dimension regulations had come into effect. He did not, however, think that 36-ft.-long buses could be operated in the way that present-day larger vehicles are. There was a limit to the number of people that could be handled by a moving conductor, and a limit, too, to the amount of moving about that passengers would accept.

The 1930 Act had put a stop to the carrying of large loads on single-deckers. It was only since then that there had been an emphasis on a seat for everybody. Given the right conditions and allowing passengers to make their own way—not jostling them about—they would accept much more standing.

But this view was not shared by Alderman E. Ball, chairman of Wigan transport committee who, in a fiery speech later on in the proceedings, said that it was absolutely wrong to plan ahead for standing passengers. "It sounds as if we are offering shoddy goods to get cheapness," he added. It was a retrograde step, when the 20-, 32-, 48- and 78-seater stages had been passed, to place the emphasis on fewer seats and more standing capacity for cheapness. They had to have the best class of vehicle with the best class of seating and staff.

Capacity Increase

Mr. Little said that he was convinced that there would be a considerable increase in the capacity of double-deck vehicles. "The 100-passenger double-decker should be available to us almost at once," he said. This was not an impossible conception even now, within the existing weight restrictions and, in peak hours, more than five or eight standing would be accepted. Such a design would have to be based on a seated conductor (during peak hours), who could lift his ticket machine out of his desk and walk about the bus during the non-peaks.

The Ministry had "turned over a page" by increasing vehicle dimensions, stated Mr. Little. There would now have to be some alteration to the regulations

on standing passengers on double-deckers. There might then follow some lifting of the weight restrictions, particularly with regard to axle loading, where there was already a discrepancy between goods and passenger vehicles. "As operators, we do not desire heavier vehicles. The difference in axle loadings might make design easier, he concluded.

Mr. John Rostron, general manager of Grimsby and Cleethorpes, told the conference that he did not think that larger single-deckers were the answer. The present double-deckers were doing their job well at the present time. They had very little height limitation, and so on. He could see a lot of trouble in the 36-ft.-long bus in congested towns, particularly on bad corners made worse with parked cars.

NEW OFFICERS

Friday, the last day of the conference, was concerned exclusively with the election of officers for the coming year.

The new president is Mr. W. M. Hall, general manager of Liverpool Corporation Transport Department, vice-president is Mr. W. M. Little, general manager of Edinburgh Corporation Transport Department, and treasurer is Mr. E. R. L. Fitzpayne, general manager of Glasgow Corporation Transport Department.

His undertaking had experimented with one-man single-deck bus operation on routes that had falling traffic, and they had maintained frequencies by using them. From the passengers' point of view, one single-deck bus every 15 minutes was preferable to a double-decker every half hour, and this type of vehicle was becoming more acceptable to the public.

Alderman J. H. Whitaker, chairman of Todmorden Transport Committee, congratulated Mr. Evans on his paper which, he considered, made out a powerful and indisputable case for one-man single-deck buses.

"The only condition we must insist on is that the passenger pays for his ride," he urged. He was against any attempt to subsidize local operation from national or local funds.

Todmorden had certain unremunerative routes and the committee had discussed very seriously curtailing some of

them and abandoning others—7d. out of every 10d. received was being spent on wages. One-man buses would not solve the problem, but would help greater frequency on these routes.

Past president Mr. E. R. L. Fitzpayne (general manager of Glasgow) on the other hand, pointed out that people who criticized longer buses were doing a disservice to the Association. He stressed that "We are becoming more and more European" and emphasized that many who had been on the Continent had seen the successful operation of single-decker 36-ft.-long one-man buses.

"What we want is a universal vehicle which would do anything—intensive town services, medium length services and country runs."

Paper on Industrial Relations

The discussion which followed Mr. A. Burrows' paper on Industrial Relations tended, not unnaturally, to have a political flavour. (Mr. Burrows is the new general manager of Barrow-in-Furness Corporation Transport Department.)

Councillor C. R. Morris, chairman of Manchester transport committee, drew particular attention to the statement that in any study of human relations it was important to keep in mind that in most people there was a general underlying unhappiness towards their job and that, given a choice, very few would carry on with the job they were having to do. "Where does this unhappiness begin?" he asked. "The platform staff; were the managers unhappy, or the supervisors?" He could not agree with Mr. Burrows on this.

An industry was only as good as its employees. He wanted to see the fostering of more personal contact between the management and the employees. He hoped that the Association would do some research in regard to training managers in industrial relations.

Councillor W. L. Williams, of St. Helens, said that the answer lay in a common-sense approach. He did not think that leadership as such could solve industrial problems. "We are at the bottom of the ladder in this industry. We should feel ashamed of the wages we pay. Good management is one way of paying wages and we should raise the standard," he emphasized.

Mr. Fitzpayne attacked Mr. Burrows for not comparing the Continental methods of industrial relations with the British methods. "Mr. Burrows should have been able to tell us where these undertakings in Europe are better than ours and where we are lacking. I suggest one thing lacking in our industry is discipline with smartness, courtesy and efficiency."

Letters to the Editor

Need for Lorry Safety Barriers

WE write and talk a lot in this country about death and injury on the roads, but do we do enough quickly? I think we take too long to adopt measures which are obviously necessary. Let me explain, and then get shot down in flames for my cheek.

Press reports indicate to me that 70 per cent. or so of those killed and injured suffer from injuries to the upper part of the body, head and chest. Oh yes, many have other injuries besides, but head and chest stand out.

Now I suggest the basic cause is that when vehicles are travelling along the road fast, the seriousness of the result is related to the speed. If for any reason the vehicle comes to a sudden and violent stop, the occupants are thrown forward.

In the field of safety belts on vehicles, and in encouraging the public to use them, we are just breaking through the clouds. It appears that there is no purchase tax on these belts when they are bought apart from the vehicle, and yet a friend of mine has had a Swedish car over 2½ years and this, when it arrived, was fitted with safety belts, padded dashboard and sun vizor and a safety device on the steering column. Glory be, we are getting somewhere.

Commercial vehicle drivers, and other occupants of cabs, are subject to the danger already mentioned—with the additional serious danger of the load moving forward on to the back of the cab and penetrating it. Many have been killed and injured in this way.

Loads are of many kinds, some more prone to movement than others, and some more difficult to secure.

Now it seems to me that in many instances there is need to provide better protection between the driver and the load—an effective protection, which it would be difficult to penetrate or dislodge.

However, as commercial vehicles are taxed on their unladen weight (in 5 cwt. groups) the recent increase in Excise tax has not helped matters. Any additional protection provided would increase the unladen weight, and consequently the tax. This would not be popular with vehicle owners I know, but I have a suggestion which I would like to put forward.

Not Taxable

Protective barriers made by reputable firms, varying in size according to the size of the vehicle, should, where fitted to a commercial vehicle, be excluded from the unladen weight of the vehicle for tax purposes.

Such protective barriers could be made of steel, or some other suitable metal, would extend across the width of the vehicle, be reinforced by ribs and buttresses and the bottom bracket bolted, riveted or welded to the frame.

It could be an optional fitting and provision could be made in future lorry design for it. Driving a lorry myself, I feel sure many commercial vehicle drivers would feel safer and happier with such a barrier.

Can we hope to do something with this idea in, say five years?

Stroud, Glos.

WILLIAM C. TUCK.

**The Price of
Good Roads**

I HAVE read Lord Stonham's letter with interest, but really all that it boils down to is another plea that the railways should be given first prize for being a failure. It must be remembered that the bulk of the railways were built in the 19th century, before the development of the pneumatic rubber tyre and the internal combustion engine.

Also in the railways' favour were many foolish Acts of Parliament such as the Highways Act, of 1831, which empowered the turnpike trusts to kill the road steamer by colossal tolls. In 1861 a uniform scale of tolls was imposed, and so was a 10 m.p.h. speed limit. However, the most disastrous blow came in 1865 when the speed limit was reduced to 4 m.p.h. and a man with a red flag had to walk 60 yd. in front of any steam road vehicle.

Behind this great barrage of protection the railways were able to advance all over the country and, during the 1840s, it was quite common to open 500 miles of railway in a year, and in 1848 they opened 1,182 miles. This was certainly a remarkable achievement and, what is more, railway construction at the rate of 200-300 miles a year went on right into the 1880s.

At present we only have 150 miles of motorway in use, but I maintain that with the modern plant at our disposal, we could quite easily convert 2,000 miles of railways into roads each year. So that in 10 years we would have a 20,000-mile system of motorways.

About 18,000 miles of the system would be undivided roadway, which could be classified as class II motorways, but the 1,500 miles of multi-line track would provide class I motorways with divided roadways with four, six, eight and

more lanes. There will be the existing motorways, those not yet completed plus more than 190,000 miles of all-purpose roads.

This would provide Britain with the finest road system in the world and, thanks to the energy of our forefathers, we could get it at bargain price.

In conclusion, I would remind Lord Stonham that we pay for good roads, whether we build them or not; in practice we pay far more dearly in traffic delays, accidents, and lack of industrial expansion if we do not build them.

Harrogate, Yorks.

A. I. WATKINSON.

**Why They
Voted**

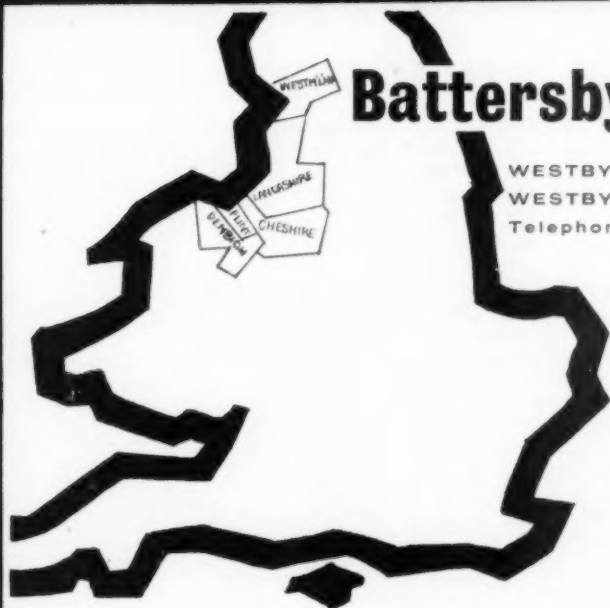
IN *The Commercial Motor* of August 18 I read Mr. W. D. Mitchell's letter mentioning that possibly the main reason why some M.P.s oppose the new 40 m.p.h. limit for public service vehicles is because they have neglected to provide proper roads for Britain.

I certainly must agree with this point, but I do not altogether think that it is the main reason. My theory is that M.P.s who are opposed to the 40 m.p.h. limit have practically no confidence in experienced drivers, who have had to undergo training in dense and light traffic.

The more optimistic M.P.s that have voted for the higher speed limit have realized the driving skill of p.s.v. drivers, and have no doubt experienced their courtesy. I believe that this courtesy encouraged the M.P.s to reward the public transport systems with a speedier service (where an open road permits), but with continuous safety for everybody.

Shortlands, Kent.

STEPHEN S. FERRADA



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Expansion Trends in Haulage

Largest Application From North West

THE North Western area *Applications and Decisions* contains this week's largest single application. In keeping with recent trends, if granted it will be a straight switch from contract A to open A licence. The vehicles, shown in the application at a total unladen weight of 53½ tons, include 10 "artics," and the hauliers, F. Southworth, Ltd., of Heath Charnock (Chorley), seek a fairly wide normal user.

Also in the vogue is an application for a new B licence by Bituminous Road Facilities, Ltd., of Wilton (Wilts). They describe themselves as road contractors and their application is for seven vehicles—tankers and tippers—to carry viscous liquids and bituminous products within 200 miles of their base. Two of these vehicles are at present operating under a C licence.

An application with a Continental common market flavour appears in the South Eastern *As and Ds*. David and Gendre, of Blois, in France, wish to operate two A-licensed vehicles from a nominal base in Dover, the address of

which is not given. The normal user they seek is for the carriage of machines or parts of motors, and baskets to carry them, between Blois and Rochester, via Dunkirk-Dover. There is a notation to the effect that the transport is for one customer only and will last "about-one year."

In the Yorkshire area there appears an application by J. F. Hall (Caravan and Transport), Ltd., of Bridlington. They apply for a new B licence to operate a low loader for the towage and carriage of caravans "within 500 miles of Bridlington." Taking this as the crow flies (and all distances are measured in this way, of course) the radius will allow the applicants to operate about 100 miles into the Atlantic beyond Land's End to the west, well past the Shetland Islands in the North, and beyond the Iron Curtain in the East! It is presumed that a more realistic normal scope will be decided on (usually with caravans "General goods, Great Britain") if the Yorkshire Authority decides to make a grant.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

NW 8/9/6.—A. R. and J. Jones, Abersoch, new B lic., 1 veh. (2½t). Road mats, building plant and building mats, and flour in South Caernarvonshire; livestock, furniture and household effects, as required.

NW 8/9/7.—F. Bernath and Sons, Blackpool, new B lic., 1 veh. (4t). Building mats, within 50 miles.

NW 8/9/8.—J. R. and M. Taylor, Chorley, new B lic., 1 veh. (5½t). Fertilizer for J. B. Ashworth, of Horwich, within 200 miles; slag from Wigan to Ford factory site at Halewood, and Thelwall viaduct site, also road mats, to motorway near Warrington and Burtonwood on behalf of Hard Lane Quarry Co.

NW 8/9/9.—J. K. C. Poole, Crewe, new B lic., 1 veh. (3½t). Collection of milk in bulk from farm, also milk from dairy to dairy; bulk collection and delivery of separated milk whey, condensed milk within 160 miles of Buerton. (Veh. at present specified in C lic.)

NW 8/9/10.—E. L. Grundy, Macclesfield, new B lic., 1 veh. (4t). Concrete aggregates and road stones for and on behalf of Ashton and Holmes, Sutton Sidings, Macclesfield, within 40 miles.

NW 8/9/11.—The Newton Heath Haulage Co., Manchester new B lic., 2 veh. (7½t). Caravans and accessories for the Lynton Caravan Co., Ltd., within 250 miles. (If granted, 2 veh. will be deleted from contract A lic.)

NW 8/9/12.—Widow Motor and Garage Co., Ltd., Nelson, new B lic., 1 veh. (3½t). To be used only when veh. authorized on applicants' and associated companies (Carr Haulage Co., Ltd., and R. R. Ormerod and Son (Haulage), Ltd.) lic. is off the road for repairs.

NW 8/9/13.—J. Bradley, Preston, new B lic., 1 T. (4t). Road-making and building mats, for Norpore Co., Ltd., to and from the sites on which they are working.

NW 8/9/14.—McVeigh Transport (Manchester), Ltd., Salford, new B lic., 2 veh. (8½t). To be used only when any authorized A lic. veh. is withdrawn from service for maintenance or repair.

NW 8/9/15.—Phan Bros. (Contractors), Ltd., Manchester, B var., add 6 T. (24t) to be hired. Solid fuel from dumps at New Hocknall and Bentineck to power stations at Carrington, Agcroft and Chadderton on behalf of Hargreaves (Lancs), Ltd. Also the above-mentioned condition to be added to the conditions of the four vehicles at present authorized on applicant's B lic.

YORKSHIRE

Applications

Y 13/9/1.—Crow Bros. Transport Service, Ltd., Bradford, new A lic., 1 veh. (3½t) to be used to facilitate fleet maintenance only.

Y 13/9/2.—M. M. Roberts, Elland, A var., add 1 veh. (4½t).

Y 13/9/3.—B. H. Transport (Leeds), Ltd., A var., add 1 veh. (2½t). To be used to facilitate fleet maintenance only.

Y 13/9/4.—Richmond Road Garages, Ltd., Sheffield, A var., add 1 veh. (3½t) and 1 art. (7½t). To be used only when any authorized veh. is withdrawn for maintenance or repair.

NORTHERN

Applications

N 5/9/1.—Peak Equipment Co., Ltd., Newcastle, new A lic., 1 veh. (3t 6c) subject to the surrender of A lic. held in North Western traffic area. Steel sheets, bars and fabrications, return loads, goods as required. North West, Cumberland, Midlands, occasional trips to East/South Coast, South Wales and Scotland.

N 5/9/2.—Executor of John Cottom, Levens (nr. Kendal), A var., add 1 veh. (4½t). Animal feedstuffs. Mainly in bulk. Lancashire, Westmorland and Cumberland.

N 5/9/3.—R. Minto and Sons, Ltd., Ponteland, new B lic., 1 T. (3½t). G.g. within 25 miles.

N 5/9/4.—J. R. Adams (Newcastle), Ltd., B var., add 2 veh. (6½t). Goods for British Oxygen Chemicals, Ltd., British Oxygen Gases, Vickers-Armstrongs, Ltd., Heywood and Sons, Lovell and Christmas, Ltd., Manchester, Liverpool, Leeds, Hull, Glasgow, Sheffield, Bradford, Edinburgh, Ayr and Kilmarnock.

N 12/9/5.—K. Surphish, Barrow, A var., add 1 veh. (3½t). Household removals and new furniture. England, Scotland and Wales.

N 12/9/6.—Northern Film Transport (Kendal), Ltd., Oxenholme, new B lic., 2 veh. (6t). Redelivery of goods collected in the Merseyside Depot and the redistribution of goods from storage at Kendal, North Lancashire, Westmorland and Cumberland.

N 12/9/7.—Securior (Midlands), Ltd., Stockton, new B lic., 3 veh. (4t 16c) to hire. Cash and valuables within 30 miles.

N 12/9/8.—Fergusons, Blyth, B var., add 2 veh. (3½t). Mats and plant for constructing roads and buildings, furniture and household effects, scrap metal and timber within 35 miles.

N 12/9/9.—J. Crowther, Cockton Hill, B var., add 1 T. (3½t). Coal, coke, mats, and plant for constructing roads and buildings, colliery stores, timber and furniture within 25 miles of Bishop Auckland.

N 12/9/10.—Border Plant Hire, Ltd., Whitehaven, B var., add 1 trl. (10t). Goods for Border Engineering Contractors, Ltd., in connection with their own activities as builders, civil engineers, and public works contractors as required.

N 12/9/11.—J. Hall and Sons (Industrial Hygiene), Ltd., Witton Gilbert, B var., add 1 veh. (5t). Glassware for associate company Thomas Proctor and Son within 50 miles of Witton Gilbert but mainly Durham County, North Yorkshire and South Northumberland.

NORTH WESTERN

Applications

NW 8/9/1.—F. Southworth, Ltd., Chorley, new A lic., 16 veh. (53½t). Mainly yarn, cloth, weavers' beams, wooden cases, general machinery, carpets, chemicals, wood pulp, cellophane; Lancashire, Midlands, Flint, North West England, Southern Scotland, Gloucestershire and Devonshire. (If granted, 16 veh. will be deleted from contract A lic.)

NW 8/9/2.—H. Kenyon (Orr.), Blackburn, A var., add 1 veh. (2½t).

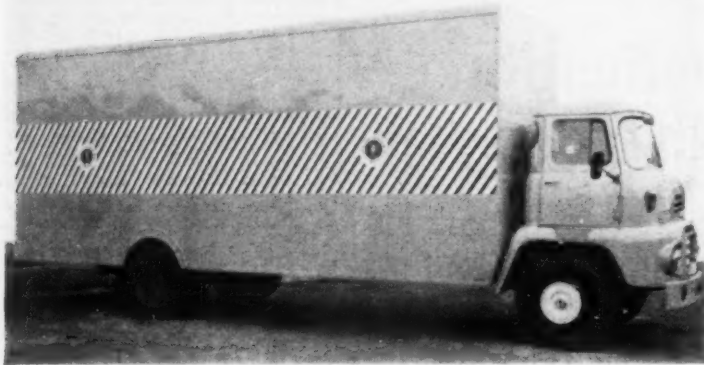
NW 8/9/3.—E. Nicholson, Ltd., Liverpool, A var., add 1 art. (5t).

NW 8/9/4.—W. P. Dawnes (Transport), Ltd., Manchester, A var., add 1 veh. (3t).

NW 8/9/5.—British Railways, Macclesfield, add 1 veh. (3t).



The old is swept away to make way for the new on a demolition site and the rubble is loaded into a Guy Warrior 14-tonner owned and operated by T. E. Scudder, Ltd., demolition contractors. The Warrior, which is powered by an A.E.C. 7.75-litre diesel engine driving through an Eaton 2-speed axle, is fitted with a Homalloy 11-cu.-yd.-capacity body with Pilot twin-ram tipping gear.



This long-wheelbase Leyland Comet has recently been delivered to the Heathcoat organization and will be used for transporting nylon warps and high-quality fabrics. The bodywork, supplied by the Tiverton Motor Co., consists of a staggered framework of alternate tubular steel and alloy sections, and is insulated and lined internally in Maronite to eliminate condensation.

Y 13.9.5.—**Flowers Transport, Ltd.**, York, A var., add 7 veh. (26).

Y 13.9.6.—**Ron Holgate (Stock Transports), Ltd.**, York, A var., add 1 veh. (3½t) including livestock container (20).

Y 13.9.7.—**H. Wagstaff**, Alerton Bywater, new B lic., 1 veh. (3½t). Road making mats, for Messrs. J. Hinchcliff and Son, Ltd., South Elmsall, in connection with A1 road improvements at West-bridge viaduct, Ferrybridge, Brotherton, Micklefield and the Doncaster by-pass within 25 miles of South Elmsall.

Y 13.9.8.—**J. F. Hall (Caravan and Transport), Ltd.**, Bridlington, new B lic., 1 veh. (low-ldr.) (3½t). Towing and carriage of caravans within 500 miles of Bridlington P.O.

Y 13.9.9.—**Jeff Miles, Ltd.**, Leeds, new B lic., 1 T. (13½t). Conditions in respect of one T. to read: Road building mats, for W. A. Smith and Co., Ossett, within 25 miles. Conditions in respect of two T. to read: Road building mats, for Favour Construction Co., Ltd., Shipley within 30 miles.

Y 13.9.10.—**J. Zerucha**, Oughtibridge, new B lic., 1 veh. (3t). Steel billets, wire, builders' mats, scrap, timber, within 60 miles.

Y 13.9.11.—**G. E. Smith**, Pickering, new B lic., 1 veh. (3½t). Agric. produce and requisites for W. Lumley and Son, Pickering, and T. Burgess and Son, Thornton-le-Dale, within 75 miles. (If granted contract A lic. will be surrendered.)

WEST MIDLAND

Applications

WM 14.9.1.—**Juke's Transport**, Bucknell, A var., add 1 veh. (4½t) includes container (1½t). Livestock, within 25 miles.

WM 14.9.2.—**C. Blake and Sons**, Warwick, A var., add 1 art. (9t). Milk, as directed by the Milk Marketing Board and dairy companies.

WM 14.9.3.—**W. D. Merrett**, Worcester, new B lic., 1 veh. (4½t). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 14.9.4.—**Primrose Motors**, Worcester, new B lic., 1 veh. (3½t). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 14.9.5.—**C. B. Round (Netherton), Ltd.**, Dudley, B var., add 2 T. (8t). Building and road-making mats, (except bricks from brick-making firm), within 150 miles.

SOUTH WALES

Applications

SW 6.9.1.—**Dixon Boof Transport, Ltd.**, Cardiff, A var., add 1 veh. not exceeding 6t. (To be used as maintenance veh. only.) Asbestos sheets, provisions and all goods for British Oxygen Co., Ltd.—England and Wales.

SW 6.9.2.—**A. Vaughan**, Haverfordwest, A var., add 1 T. (4½t) and 1 veh. (5½t). Agric. goods, building mats, and general haulage in South Wales and adjoining traffic areas.

SW 6.9.3.—**R. J. Hughes**, Tylorstown, A var., add 1 veh. (4t). Ships' stores, machinery, marine engineering spares, paint, wallboard and plastics—North East England, West of England and Scotland.

SW 6.9.4.—**A. I. Trace**, Blackwood, new B lic., 1 veh. (3½t). Fir timber from felling sites on behalf of R. L. Lloyd, Ltd., and G. Sinclair, Hay-on-Wye, as required, within 50 miles.

SW 6.9.5.—**C. Davies**, Swansea, new B lic., 3 T. (12t). General building mats, (mainly) and surplus site mats, within 25 miles of Gorseinon.

B54

SW 6.9.6.—**M. J. J. Pearce**, Cardiff, B var., add 1 veh. (3t). Millers' products and agric. goods within 50 miles.

WESTERN

Applications

W 12.9.1.—**Coombe Valley Transport, Ltd.**, Netherbury, new A lic., 2 T. (6½t). Mainly goods for Fish-Manures and Fertilizers, Ltd., normally within 200 miles. (Vehs. at present specified in contract A lic.)

W 12.9.2.—**N. Hold, Ltd.**, Penryn, A var., add 1 veh. (4t). G.s., mainly flour, manures, food-stuffs, agric. produce, normally in Cornwall.

W 12.9.3.—**Harris and Smith**, Alitarnum, new B lic., 1 veh. (3½t) (tanker). Sewage, pumping of septic tanks within 30 miles.

W 12.9.4.—**Altre and Channon, Ltd.**, Redruth, new B lic., 4 T. (22t 6c). Aggregates and finished products within 30 miles. (Vehs. at present specified in C lic.)

W 12.9.5.—**H. Top**, Treleigh, new B lic., 1 T. (2t 17c). Builders' gear, scaffolding ladders and all building requisites and site clearance within 15 miles. (Veh. at present specified in C lic.)

W 12.9.6.—**Bluminous Road Facilities, Ltd.**, Wilton, new B lic., 7 veh. (38t 13c). Viscous liquids and bituminous products within 200 miles. (2 vehs. at present specified in C lic.)

W 12.9.7.—**P. W. J. Moore**, Bristol, B var., add 1 T. (3t 16c). Quarried mat, where one end of the journey is non-trail connected within 120 miles. (Veh. at present specified in C lic.)

W 12.9.8.—**P. J. Grundy**, Sedbury, B var., add 1 T. (3t 14c). Quarried and road-making mats, within 25 miles. (Veh. at present specified in contract A lic.)

W 12.9.9.—**S. and M. Streets Transport, Ltd.**, Watchet, B var., add 1 T. (4t 12c). Solid fuel, building mats, agric. produce and requisites within 30 miles; pitwood within 70 miles.

METROPOLITAN

Applications

M 7.9.1.—**Derches Garages, Ltd.**, E.L., new A lic., 2 veh. (6½t). G.s., Lancashire, Glasgow and Edinburgh. Demolition, construction and building mats, plant and tools, London and Home Counties.

M 7.9.2.—**Inter-Market Delivery Service**, W.C.2, new A lic., 4 veh. (16t). Carriage of fruit and vegetables from docks, rail-heads, to all provincial markets; and optional g.g. on return loads.

M 7.9.3.—**Slemmings Depositories, Ltd.**, Forest Gate, E.7, A var., add 2 veh. (8t). Household furniture and effects as removal contractors and warehousemen, G.B.

M 7.9.4.—**H. C. Tyler**, Catford, A var., add 1 veh. (3t). Furniture and household removals, G.B.

M 7.9.5.—**Brown and Polson, Ltd.**, Wembley, new B lic., 9 veh. (28t) (all vans). Foodstuffs for Knorr Anglo-Swiss, Ltd. (associate company), any distance.

M 7.9.6.—**T. B. Carter**, Croydon, new B lic., 1 T. (4t). Sand, ballast and rubbish, within 25 miles.

M 7.9.7.—**D. W. Cove, Ltd.**, Luton, new B lic., 1 T. (3½t). All mats excavated by mechanica digging equipment owned by applicant whilst on hire, within 25 miles.

M 7.9.8.—**H. Dacosta**, Chigwell, new B lic., 1 veh. (3t 3c) (Horse Box). Horses, within 150 miles.

M 7.9.9.—**Inter-Market Delivery Service**, W.C.2, new B lic., 6 veh. (21t). Fruit and vegetables, within 60 miles.

H 7.9.10.—**Draper's Transport, Ltd.**, Grays, B var., add 2 art. (10t 18c). Goods for Thomas Hedley and Co. and Thames Board Mills, within 150 miles. (If granted contract A lic., authorizing same vehs. and trailers (Hire: Thomas Hedley and Co., Ltd., soap and detergent manufacturers) will be surrendered.)

SOUTH EASTERN

Applications

SE 14.9.1.—**Kent Plant Hire (Haulage), Ltd.**, Ashford, A var., add 2 veh. (6½t). Goods, mainly building and civil engineering and agric. plant and mats, and spoil, mainly England and Wales.

SE 14.9.2.—**Taylor Bros.**, Ashford, A var., add 3 veh. (11½t). Goods, England and Wales.

SE 14.9.3.—**British Road Services, Ltd.**, Sittingbourne, A var., add 2 veh. (8½t). (If granted 2 veh. will be deleted from A lic. in Metropolitan area.)

SE 14.9.4.—**North Hamis Plant Hire, Ltd.**, Andover, new B lic., 1 veh. (3t). Excavated earth, trees and roots, mists, from demolition, building mats, etc., within 50 miles.

SE 14.9.5.—**David and Gendie**, Dover, new B lic., 2 veh. (11½t). Machines or parts of motors, and baskets to carry them between Blois (France) and Rochester, via Dunkirk-Dover. (The applicant company state the transport is for one customer only and will last about one year.)

SE 14.9.6.—**M. M. Gaskin**, Upton Cross, Ryde, new B lic., 1 veh. (3½t). General marine and engineering goods and motor accessories, within 150 miles. (The veh. is at present specified in C lic.)

SE 14.9.7.—**Jesse Tidey**, Horsham, B var., add 1 veh. (2½t). Agric. produce, animal feedstuffs, grain and fertilizers for Messrs. United Counties Farmers, Ltd., within 50 miles, and poultry for Messrs. S. Threlfall, Ltd., within 100 miles of Partridge Green.

SE 14.9.8.—**Clarke Bros. (Southampton), Ltd.**, B var., add 1 T. (3½t).

SE 14.9.9.—**H. S. Morgan**, Southampton, B var., add 1 veh. (3½t).



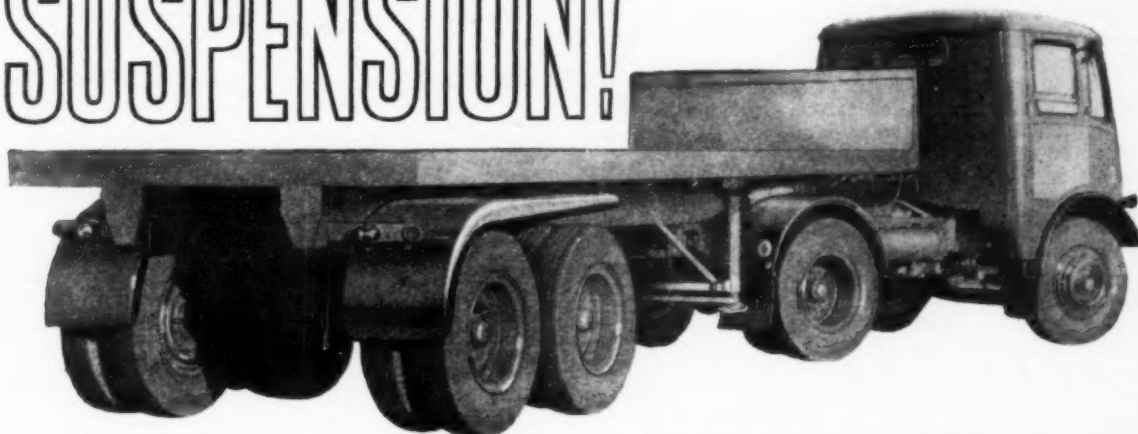
This Taskers 10-ton drop-frame S.A.E. semi-trailer was recently supplied to Wm. Cussons, Ltd., Hull, by Triangle Motor Co., Ltd., Hull, with a body built by Robert B. Massey, Ltd., Market Weighton.

TODAY'S TOUGHEST TRAILERS NOW HAVE

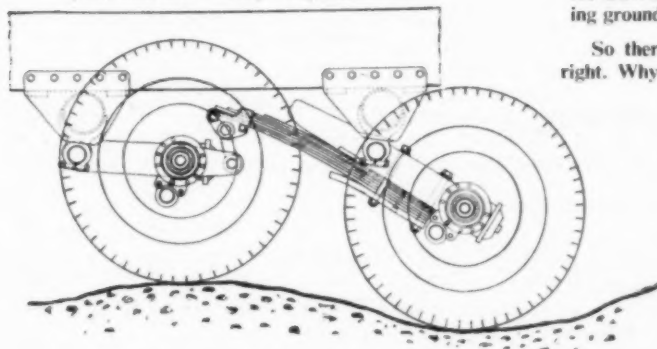
BETTER THAN EVER SUSPENSION!

Yes, there's good news from Cranes—a brand new 16-ton trailing arm tandem suspension that's 3 cwt. lighter than previous suspensions of this type, allowing much greater payload. It's also simpler and cheaper than other trailing tandem suspension systems, incorporating independent suspension of each wheel and progressive springing action to ensure easy riding, whether fully loaded or running empty.

There are *no* lubrication points on the suspension itself and the use of Ferrobestos bushes and thrust washers eliminates maintenance and greasing as well as damping down movement. Brake transference is also completely eliminated, ensuring no hop even on the fiercest braking. Tyres from 8.25 x 20 to 11.00 can be fitted on the same suspension assembly making for easy interchangeability of trailer and tractor tyres.



The renowned Crane 16-tonner, now fitted with new "no-hop" suspension.



See how the specially shaped extension from the rear radius arm bears down on the curved spring, giving more progressive suspension and ensuring that both wheels ride easily and independently over any obstacle.

Tested for toughness, endurance and flexibility over the most arduous road conditions possible at the M.I.R.A. testing ground, the suspension had a completely trouble-free run.

So there you are. Cranes new suspension is good news all right. Why not write or phone now for full details?

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CRANES (DEREHAM) LIMITED
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Telephone: TRAFalgar 1781



WT.C16 Rev.

Shackle pins driven to scrap at only 43,000 miles

The operator trusted to regular manual lubrication, but he was robbing his bearing components of half their useful life.

Expensive replacements after only a year of service

Newadays a commercial vehicle or bus operator reckons on a running life of 600,000 miles upwards for a new vehicle. It can cost him up to £10,000 and he obviously expects to get the best commercial use out of it. So he does not reckon on expensive replacements at only 43,000 miles—that is, most likely, within a year of purchase. It just doesn't pay him to lay up his vehicle for a week or more . . . nor does he like the heavy bill at the end of it all.

Regular lubrication but . . .

Now, this operator places his faith in manual lubrication and believes that he is doing the best by his vehicles. But is this really true? Ask him and he'll protest 'I lay up all my vehicles several hours a week for manual lubrication. What more can I do?'

Is manual lubrication enough?

Quite simply, he must realise that manual lubrication and even power-operated lubrication are irregular, inefficient methods of protecting the bearings of his vehicles. The vital film of lubricant is only spasmodically maintained on bearing surfaces. The result is that they are starved of lubricant for a large part of their lives, causing drastic wear that will turn them into scrap well before their time. Just take another look at the illustration!

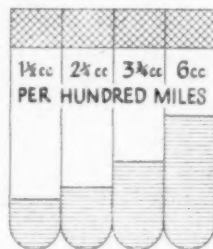
Does automatic chassis lubrication pay?

Now nobody likes laying up their vehicles once a week for servicing. It's a waste of valuable running time and, of course, can make a considerable cut in the number of pay-lodges per week. So let's consider another method of lubrication—Tecalmit's Automatic Chassis Lubrication. The Syndromic System, operated by direct drive from the propeller shaft, provides a constant feed of lubricant in exactly metered quantities to all bearings at all times. (The A.C.L. System does approximately the same for the smaller commercial vehicle or bus). It seems to us that the operator cannot go



wrong—automatic chassis lubrication takes care of the lubrication of his vehicle for him. And, halving replacement bills and permitting vehicles longer time on the run, makes up for its cost and pays its way in a relatively short time. In fact, operators report that their outlay has been very quickly recovered—often within the first year of service.

How much oil does a bearing need?



In these tubes are the relative quantities of oil the various bearings on a commercial vehicle or bus require every 100 miles. Under the Syndromic System each bearing receives a shot of lubricant every mile. The great advantage of this system is that delivery of oil is in direct proportion to the size of the bearing and the load it has to carry, ensuring maximum lubrication efficiency with minimum oil consumption.

Bearing components in flood conditions

Many vehicles engaged on rescue work in the Essex floods some years ago were put out of commission due to corrosion and seizure of shackle and steering bearings. But it was found that on vehicles fitted with Syndromic equipment including a large number of Essex County Council Ambulances, bearings were in perfect condition after several days continual operation in the worst flood areas.

Push-button chassis lubrication

The famous Gordon England Austin 7 was one of the first vehicles to carry a chassis lubrication system. A suction-operated, single plunger pump was controlled by a push button on the dash and, whenever the driver wished, oil could be automatically delivered to the chassis bearings through metering points. By 1926 automatic lubrication systems were fitted to many private cars. Some operated when the driver applied the brake, others when operating the clutch in the course of gear change. Tecalemit systems were adopted by A. C., Alvis, Daimler, Lagonda, Riley, Sunbeam and many other leading car manufacturers.

"Syndromic" & A.C.L. Fitting Stations

BASILDON, ESSEX	Bonallack & Sons Ltd., Newdon Works, Paycocke Road.
BELFAST	A. S. Baird Ltd., Annadale Embankment, Ormeau Road.
BIRMINGHAM 16	Ryland Garage Ltd., 112 Ryland Street.
BLACKBURN, LANCs	Primrose Third Axle Co. Ltd., Production Division, Lever Mill, Ewood.
BRIGHOUSE, YORKS	The Reliance Garage Co. (Brighouse) Ltd., Wakefield Road.
BRISTOL 3	Coventry & Jeffs Ltd., Stafford Street, Off Mill Lane, Bedminster.
BURTON-ON-TRENT, STAFFS.	Kenning's Ltd., Morris House, Derby Turn.
DUBLIN	Blackrock Engineering Works Ltd., Sweetman's Avenue, Blackrock.
DURHAM	Darham Industries (London) Ltd., Dragonville Industrial Estate.
EDINBURGH	S.M.T. Sales & Service Co. Ltd., Roseburn Street.
FORMBY, LANCs.	H. Woodward & Sons Ltd., Altcar Works, By-Pass Road.
GLASGOW C.3	S.M.T. Sales & Service Co. Ltd., 177-205 Finnieston Street.
LONDON	Normand Ltd., Cumberland Avenue, Park Royal, N.W.10.
LONDON	Nightingale Engineering Co. Ltd., Western Lane, off Nightingale Lane, Ballham, S.W.12.
MANCHESTER 8	Kenning's Ltd., 232 Cheetham Hill Road.
PLYMOUTH	Drake Motors Ltd., Laiba Bridge Road.
PORTSMOUTH, HANTS.	Fergusson's (Motor Engineers) Ltd., 137 Goldsmith Avenue.
PORTSMOUTH, HANTS.	J. H. Sparshatt & Sons Ltd., London Road, Hilsen.
SHEFFIELD, YORKS.	Phillips' Motor Services (Sheffield) Ltd., 443 Hands- worth Road.
SOUTHAMPTON	J. H. Sparshatt & Sons (Southampton) Ltd., The Causeway, Redbridge.
STOKE-ON-TRENT	Newcastle (Staffs) Motor Ltd., Newcastle Road, Trent Vale.
FENSTANTON, HUNTS.	Parker & Son (Automobiles) Ltd., Cambridge Road.
LEICESTER	Ford & Slater Ltd., Gwen- dolen Road.

FOR A.C.L. SYSTEMS ONLY

MANCHESTER	Syd Abrams Ltd., Waterloo Road.
NEWCASTLE-ON-TYNE 4.	Adams & Gibbon Ltd., Dunn Street.

TECALEMIT LUBRICATION ON THE RUN



SAVES TIME SAVES MONEY

Tecalemit Automatic Chassis Lubrication takes complete care of the lubrication of your vehicles while they are out on the road. Regular manual lubrication is cut out, allowing longer time in service and consequently more payloads. And, of course, improved lubrication means minimum wear on bearing components, lighter replacement bills, reduced road shocks, easier steering, less driver fatigue and greater reliability.

The **TECALEMIT SYNDROMIC SYSTEM** — lubricates up to 80 points on the larger commercial vehicle. Pipe lines are in vibration-proof Tecalemit Nylon Tubing, which can be coupled directly to moving parts. Thoroughly tested and proved in actual service all over the world.

The **TECALEMIT A.C.L.** Single Line Automatic Chassis Lubrication System — for light commercial vehicles and buses. Incorporates a small piston-type impulse pump and a ring main. Individual metering units serve up to 30 bearings. All pipe lines are in Tecalemit Nylon Tubing.

Full details from :
TECALEMIT
(ENGINEERING) LTD.
(SALES C.M.),
Victoria Road,
Feltham,
Middlesex.



Automatic Chassis Lubrication

TECALEMIT (ENGINEERING) LIMITED PLYMOUTH DEVON

T.718

B57

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DUNLOP

TYRE SERVICE EQUIPMENT

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Alignment Gauge (AGO/30)

This scientific instrument enables one man to make a rapid check of wheel alignment of a vehicle of any size.



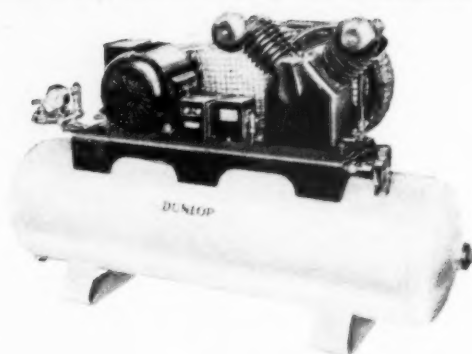
Camber, Castor and King Pin Gauge (CG/4-5)

An easily used 3-in-1 gauge that ensures greater running efficiency. No need to jack-up when measuring King Pin inclination.



Air Meter (AT/68)

Illuminated 9" master gauge with 24 ft. air-line, remote control and dual-foot "grip-on" connector for use on twin tyres.



Stationary Compressor (ST/12)

Air-cooled twin cylinders with 2½ h.p. motor, air receiver built to B.S.I. Spec. and hydraulically tested to 300 lb. per sq. in.

For full details of these and the many other items available, contact your local Dunlop depot

DUNLOP THE DEPENDABLE TYRE SERVICE EQUIPMENT



Planning for Profit

Small Vans Can Be a Problem

Though Costs Per Mile May Be Relatively Low, a Too-ready Authorization of Their Use Can Accumulate High Expenditure

THERE are over $\frac{1}{2}$ m. goods vehicles operating in this country with unladen weights of less than one ton. The great majority, of course, are small vans running under C licence.

On a conservative estimate these vehicles represent an overall initial outlay of over £200m. Yet despite this very large capital outlay I doubt if but a small proportion of their users have any accurate knowledge of the cost of operating them. Even when averaging a comparatively small weekly mileage—say 200—the cost could amount to £750 or more per vehicle per year.

Yet when every effort is being made to reduce costs in all sections of trade and industry, such very endeavours often result in an increased use of small vans. When employed on retail delivery there are several contributory factors. The increasingly high rents payable on shops sited in the centre of towns and cities make it imperative that the sales or productive area of such shops is increased to the maximum, which invariably results in stocks of goods being correspondingly reduced. This in turn necessitates more frequent delivery of smaller lots. Whilst the overall cost of sales and distribution per unit may be reduced as a result of such a policy, due largely to increased sales, transport costs must inevitably be increased.

THE increasing mechanization of industry and agriculture has necessitated the provision of field engineers equipped with service vans available at short notice to repair such equipment in the event of breakdowns. Where a large industrial unit is geared to mass-production the relative cost of operating such vans is small when segregated to each particular occasion, but the accumulated expenditure over a year can be substantial.

When such maintenance is provided as a sales service there is an understandable pressure from such sales departments that journeys should be undertaken with little regard to economic operation. Where a fleet of such vehicles is large enough to justify the employment of a transport manager, who may also be responsible for operating larger vehicles, he will often be placed in the difficult rôle of curbing excessive demands for the use of small maintenance vans. On such occasions it is helpful to be able to give the exact cost in advance of such trips by reference to previously assessed operating costs.

The great majority of small vans are operated singly, or at least in small numbers. In such circumstances it is often a more economic proposition to arrange for the supply of such vehicles on contract hire. In this connection three successive articles in this series (June 9, 16 and 23) dealt with the advantages of hiring as compared with ownership.

AS an indication of the costs likely to be involved in operating even the smallest type of van, namely 5 cwt., the following estimates are given, alternatively with either 3- or 4-wheel chassis. Although not so common as the 4-wheeled van, the 3-wheeled version does give some reduction in total operating costs. Its unladen weight would be around 8 cwt., giving an annual licence duty appropriate to 3-wheelers of £6. Allowing for a slight addition in respect of the fee payable for the carrier's C licence, the equivalent standing cost per week for licences would then be 2s. 6d.

Although it is appreciated that other than adult male drivers may be employed on this type of vehicle, the wage rates applicable to adults will nevertheless be used here so as to facilitate any comparison that may be made with the operation of larger vehicles on which the employment of adult drivers is a statutory obligation. Assuming that the van is located in a Grade I

area as defined in the Road Haulage Wages Council Regulations R.H.(70), the total cost to the employer of driver's wages is reckoned at £9 14s. 10d. a week. This amount includes contributions payable by the employer under the new Graduated Pension and National Insurance scheme and voluntary contributions to employers' liability insurance, which prudent operators make to replace the indemnity provided under the former Workmen's Compensation Act. Also included in this amount is an adjustment to provide for the cost of holidays with pay.

It will be assumed that the van is housed under cover and that the equivalent cost of rent and rates is 6s. 9d. a week. Comprehensive insurance in respect of the vehicle when engaged on ancillary use is reckoned to cost £16 16s. per annum, the weekly equivalent of 6s. 9d. As with the other standing costs already enumerated, the weekly amounts are calculated on the basis of a 50-week year to allow for two weeks when the van may be off the road for major overhaul or on account of driver's holidays.

ALLOWING for a nominal interest charge of 5 per cent. on the initial outlay, this would add the equivalent of 7s. 6d. a week. The total for these five items of standing costs would thus be £10 18s. 4d. Small vehicles such as this 3-wheeler would normally run only a comparatively small mileage and here this will be reckoned at an average of 200 miles a week. The resulting standing cost per mile is therefore 13.10d.

There are similarly five items of running cost of which fuel is usually the largest. In this instance it will be assumed that both the 3- and 4-wheeler are fitted with petrol engines and that fuel is purchased in bulk at 4s. 1d. a gallon, although it is appreciated that there could be a wide range of prices at which fuel is obtained by users of small vans.

The rate of fuel consumption for the 3-wheeler will be conservatively estimated at 38 m.p.g. but because of the relatively small mileage it is reasonable to assume, in addition, that a considerable amount of stop and start work is involved. On account of this a nominal addition of 10 per cent. will be made to the consumption, resulting in a fuel cost per mile of 1.42d. Lubricants are reckoned to add 0.15d. and tyres 0.21d.



Latest addition to the range of vehicles based on Austin Seven and Morris Mini-Minor cars is the $\frac{1}{2}$ -ton pick-up truck shown here. Floor height is 1 ft. 5½ in., and total floor area 19½ sq. ft. The body length extends to 6 ft. when the tailboard is dropped. Unladen weight of the pick-up is 11½ cwt. and the price is £360, including passenger seat.

a mile. This latter figure is based on a cost per set of three tyres of £18 and an estimated mileage life per set of 20,000.

Maintenance, inclusive of washing, servicing and repairs, is reckoned at 0.98d. whilst depreciation adds 1.13d. a mile. To arrive at the cost of depreciation it is first necessary to deduct the equivalent cost of the original set of tyres from the initial price of the vehicle, followed by a further deduction equivalent to the estimated residual value, which in this instance is reckoned at 10 per cent. In this particular case, however, there is a possibility that there may be an element of obsolescence due to the relatively low mileage. On this account, although the mileage life of the vehicle is estimated at 75,000, a nominal addition of 10 per cent. will be made to this item of cost, giving a final figure of 1.13d. a mile.

The total for these five items of running costs is therefore 3.89d. a mile, with a resulting total operating cost per mile of 16.99d. Again assuming a weekly average mileage of 200 the running cost per week would be £3 4s. 10d. and the total operating cost per week £14 3s. 2d.

Dealing now with a 4-wheeled version of a 5-cwt. van, it will be assumed that the purchase price is £420. As with many of the smaller vehicles, the unladen weight is considerably in excess of the carrying capacity and in this case will be reckoned at 15 cwt. This will incur an annual licence duty of £15 or the equivalent of 6s. 1d. a week, inclusive of a similar addition as before in respect of the carrier's licence fee. The total cost of wages to the employer would again be reckoned at £9 14s. 10d., but the weekly cost of rent and rates is adjusted to 7s. 4d.

THE annual premium for comprehensive cover whilst engaged in ancillary operation appropriate to this class of vehicle would be £18 12s., the equivalent of 7s. 5d. a week. Interest charges on the initial outlay at the same rate as before would add 8s. 5d., giving a total for these five items of standing costs of £11 4s. 1d. As with the 3-wheeler, it will still be assumed that a weekly average of 200 miles is maintained, so giving a standing cost per mile of 13.44d.

It will again be assumed that fuel is purchased in bulk at 4s. 1d. a gallon and with an increased rate of consumption for the 4-wheeler of 32 m.p.g., the basic fuel cost per mile would be 1.53d. But, as before, an addition of 10 per cent. will be made to this figure to allow for some margin for the stop and start work which the lower weekly average mileage of 200 implies. The resulting fuel cost per mile is therefore 1.68d., whilst lubricants are reckoned the same as before at 0.15d. a mile.

A set of tyres for the 4-wheeler would cost around £27 and with a conservatively estimated mileage life of 20,000, the tyre cost per mile would be 0.32d. Maintenance is now reckoned to cost 1.09d. a mile and depreciation 1.23d., calculated in the same manner as with the 3-wheeler.

This gives a total for the five items of running costs for the 4-wheeler of 4.47d. a mile which, when added to the standing cost of 13.44d., gives a total operating cost of 17.91d. a mile. This compares with a corresponding figure for the 3-wheeler of 16.99d.

Similarly, the running cost per week is £3 14s. 6d., giving a total cost of operating 200 miles per week of £14 18s. 7d. for the 4-wheeler, compared with £14 3s. 2d. for the 3-wheeler.

A MAJOR post-war development in commercial vehicle manufacture has been the extension to the range of vehicles to which oil engines can be fitted. Originally considered as primarily for use with heavy vehicles, the application of this type of engine has now extended down to small vans with a carrying capacity as little as 15 cwt.

Whilst a major economy to be derived from the use of an oil engine is by way of reduced fuel consumption, there is also the advantage that consumption does not deteriorate when employed on stop and start work as is the case with a petrol-engined vehicle. Additionally when such vans are operated alongside larger vehicles, which would in any case invariably be fitted with oil engines, operators would probably find it inconvenient to provide fuel supplies specially for one or two small petrol-engined vans.

As an indication of comparative operating costs as between

petrol and oil-engined vans of similar carrying capacity, the following costs are given.

A 15-cwt. petrol-engined van would cost around £530 and have an unladen weight of 1 ton 7 cwt. The resulting annual licence duty of £24 would incur an equivalent weekly standing cost of 9s. 8d. As with the two previous examples of 5-cwt. vans it will be assumed that an adult driver is employed and that the overall weekly cost of wages, inclusive of insurance contributions as before, is £9 14s. 10d.

Appropriate to the increased dimensions, the weekly cost of rent and rates in respect of housing the vehicle is now reckoned at 8s. 5d. Because of the increased initial outlay and carrying capacity the annual insurance premium now amounts to £24, the equivalent of 9s. 7d. a week. Interest on the initial outlay is again charged at a nominal rate of 5 per cent., amounting to the equivalent of 10s. 8d. a week. This gives a total for these five items of standing costs of £11 13s. 2d., or 13.99d. at 200 miles a week.

With petrol again purchased at 4s. 1d. a gallon and a fuel consumption rate of 22 m.p.g., plus a 10 per cent. increase on account of stop and start work, the fuel cost per mile becomes 2.45d. Lubricants are reckoned to cost 0.18d. and tyres 0.43d. a mile, reckoned on a basis of an estimated mileage life of 22,000 and a cost per set of £45. Maintenance is assessed at 1.52d. and depreciation at 1.53d. a mile.



For carrying light bulk loads, this Bedford CAL chassis has been fitted with a Gregory conversion. It was supplied to Footmans, of Ipswich, by O. G. Barnard and Sons, Ltd., Stowmarket.

Total running costs for this 15-cwt. petrol-engined van are therefore 6.11d., giving a total operating cost of 20.10d. a mile and £16 15s. a week.

The initial outlay on the oil-engined version of a 15-cwt. van is reckoned at £662. Although the unladen weight would be a little higher at 1 ton 9 cwt., this increase is not sufficient to affect the licence duty, which remains the same at £24 per annum or the equivalent of 9s. 8d. per week. The next three items of standing cost also remain the same, namely wages £9 14s. 10d., rent and rates 8s. 5d. and insurance 9s. 7d. a week. Interest charges, however, are slightly higher because of the increased initial outlay and now amount to the equivalent of 13s. 2d. a week. This results in a total standing cost of £11 15s. 8d. a week or 14.14d. a mile.

With fuel oil costing 4s. 1½d. a gallon and an estimated rate of consumption of 33 m.p.g., fuel cost per mile will amount to 1.51d. As already mentioned, no increase is added on this occasion because of the stop and start work.

Lubricants are assessed at 0.20d. a mile, while tyres remain the same at 0.43d. a mile. Maintenance is now reduced to 1.26d. a mile, but depreciation is increased to 1.94d. a mile. In this connection the vehicle mileage life is still conservatively assessed at 75,000.

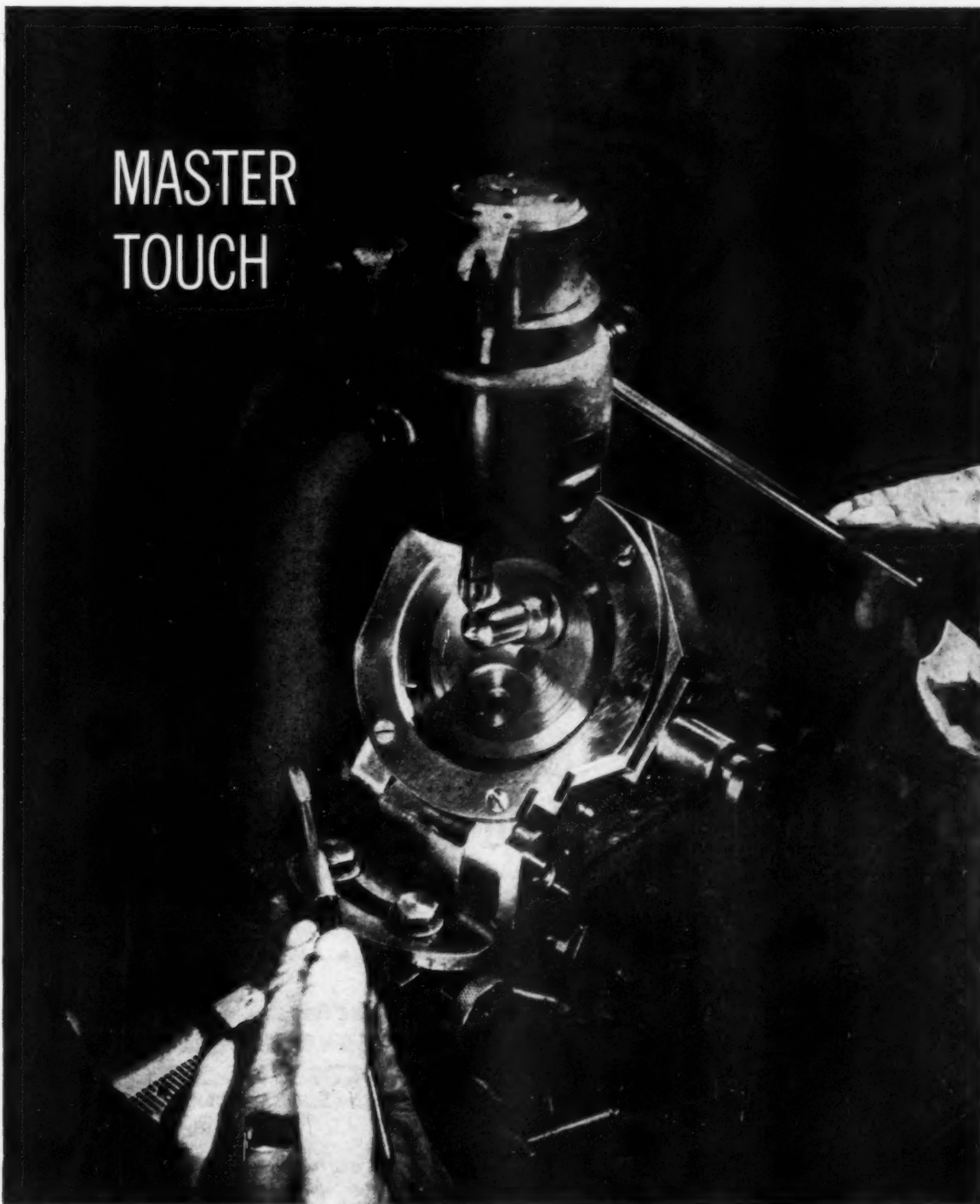
This gives a total running cost of 5.34d. a mile or £4 9s. a week. Similarly, the total operating cost is 19.48d. a mile or £16 4s. 8d. a week, which latter figure compares with £16 15s. for the petrol-engined version of this 15-cwt. van. S.B.

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pt. 1

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USED GOODS VEHICLES

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A.P.P.I.V. 17 W. Leman St., Epsom, or phone Stoke-on-Trent 47227, after 6 p.m. 927-6413

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A.E.C. Diesel Matadors, 4 x 4, heavy-duty power winch, full air brakes.
A.E.C. Diesel 6 x 6 chassis and cab.

T. E. CUNIFFE, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 927-141

1956 8-wheel A.E.C. Mammoth Major, 9.6 engine, double-drive, air brakes, air x 8 tyres, very good condition, £1,150, choice of two.

1956 A.E.C. 8-wheel double drive, 9.6 engine, air brakes, 40 x 8 tyres, late-type cab, in excellent condition, £1,150.
1950 4-wheel, 9.6 engine, 20-ft. flat, in very good condition, £1,150, 4 Carruthers St., Liverpool, 3. Central 2047. 927-204

1958 A.E.C. 8-wheeler, 9.6 engine, new style full front cab, double drive, 10.00 x 20 tyres, air brakes, one owner since new, 25-ft. platform body, in excellent order, £1,650.
ALSO other good A.E.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hichin, Herts. Stevenage 171. 927-253

1947 A.E.C. 9.6 8-wheel rigid twin drive 25-ft. platform body, new 1957 cab and reconditioned engine last December, £650.

THE COVENTRY GARAGE, LTD., Holyhead Rd., Coventry. Phone, Coventry 28581. 928-6429

A.E.C. 4 x 4, full air brakes, civilian cab, 40 x 8 tyres, twins on rear, excellent condition, C. Russell, 155 Millbank St., Northam, Southampton 26590. 927-344

A.E.C. Wanted

A.E.C. Monarch short-wheelbase. Full particulars, price. Box CM053, care of "The Commercial Motor." 927-462

A.E.C. 6-wheeler, drop sided, not later 1956. Replies Box CM125, care of "The Commercial Motor." 927-87516

ALBION

1961 Chieftain CH3 AXL, 9.00 x 20 tyres, 6-speed box, £1,781.

1961 Chieftain CH3 ALT, 9.00 x 20 tyres, 6-speed box, £1,772.

1949 CX model, long-wheelbase platform, £165.

1955 Reiver, long-wheelbase platform, reconditioned engine, £650.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 927-28

1955 Chieftain, 17-ft. 6-in. platform, very good condition, smart and clean, £150. Harold Tinker (Scholes), Ltd., Scholes, near Huddersfield. Phone, Holm-trith 214. 927-196

1957 ALBION Reiver, Leyland engine, double drive, long flat platform body.
THE RELIANCE GARAGE CO. (BRIGHOUSE), Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077. 927-382

Used Goods Vehicles (contd.)

1957 ALBION Chieftain, Duramin cab and drop-side truck body. Gulliver 5555. 927-353

1958 ALBION tractor unit, fifth-wheel coupler vacuum brakes, reasonable price.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-182

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Prattis (Hereford), Ltd. Phone, Hereford 2221-6. 927-49

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1958 ATKINSON 8-wheeler 24-ft. 6-in. flat, latest type cab, reasonable price for quick disposal.

1958 ATKINSON 8-wheeler, short wheelbase, 25-cu.-yd. tipper, 6LW, latest cab, Pilot gear, auto-greaser.

1959 ATKINSON 8-wheel short-wheelbase 25-yd. tipper, 6LW engine, latest cab, auto-greaser, repainted and ready for work.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-183

SEPTEMBER, 1953, ATKINSON 8-wheeler double drop-side, 40 x 8 tyres, 6LW engine, 24-ft. flat body, 25-cu.-yd. tipper, Winter Cluses, Underwood, Notts. Phone, R. Langley Mill 3182 9 a.m.-9 p.m. 927-330

ATKINSON tractor unit, Model T 746N, 6LX Gardner engine, double reduction rear axle, 9.00 x 24 tyres, immediate delivery.

ATKINSON Model L1786X 6LX Gardner engine, double drive, chassis and cab, immediate delivery.
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UNREGISTERED AUSTIN 5-ton K4 truck, new batteries, repainted, £140. 3-ton vans, roller shutter rear doors, £150. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 927-905

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.

1953 54 AUSTIN A40 boxvans, clean, smart, good tyres, from £100-£130. Edgware 2572. 927-111

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1956 AUSTIN 3-ton forward-control 1,500-cu.-ft. Luton van, body rebuilt and in primer, choice of two, £595.

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4 x 4, good selection, low mileage, M.O.S. rebuilds from £150 each; 6 x 4, very low mileage, M.O.S. rebuilds, chassis and cabs, from £175 each.
CUNDEY AND STEWART, LTD., Alfreton, Derbyshire. Phone, Leabrooks 477. 927-817

1956 AUSTIN 5-ton boxvan, above average condition, £115. Edgware 2555. 927-263 B53

Used Goods Vehicles (contd.)

AUSTIN 7 pick-up truck, green.
AUSTIN A35 van, cream.
AUSTIN A35 van, green.
AUSTIN A55 1-ton van, grey, bench seat.
AUSTIN J4 van, green.
AUSTIN J4 van, blue.
AUSTIN 152 pick-up truck, primer.
1960 AUSTIN A50 1-ton van, grey, heater, unwritten, one owner, taxed, £395.
1960 AUSTIN A152 van, one owner, 8,000 miles only, £195. Trinity Cars, Ltd., 94 North Side, Wandsworth Common, London, S.W.18. Vandyke 116. 927-287

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NEW AUSTIN 19-cwt. Omnivan, immediate delivery.
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1955 BEDFORD 5-ton P6 diesel long-wheelbase truck, £195.
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NEW BEDFORD 3-ton normal-control 143-in.-wheelbase drop-side truck, immediate delivery.
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1957-59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS

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NEW Vans, diesel and petrol.
4-TON chassis-cab and trucks.
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1955 BEDFORD 7-ton long-wheelbase platform, Leyland Comet engine, good tyres, £395.
1955 BEDFORD 5-ton drop-side truck, black and grey, £295.
1955 BEDFORD 3-ton van, good tyres and body, £365.
1954 BEDFORD 5-ton short-wheelbase tipper, good gear and body, good tyres, £250.
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NEW BEDFORDS
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NEW BEDFORD 15-cwt. Calthorpe caravan, blue and cream.
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NEW BEDFORD 10-ton forward-control tractor, 300 diesel, 5-speed gearbox, air brakes and Scammell coupling.

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1960 BEDFORD Marshall utility Busette C.A.S. £475.
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1956 BEDFORD 30-cwt. Spurling van, £325.

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1954 BEDFORD long-wheelbase 4-ton P6, £165. Hall Ver Rd., Redbourn 462, evenin. 927-3751

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Used Goods Vehicles (contd.)

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1957 BEDFORD 7-ton, 350 diesel engine truck.

LARGE SELECTION OF CA VANS. FROM £100 OTHER MAKES AND MODELS ALWAYS AVAILABLE.

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AVAILABLE FOR IMMEDIATE DELIVERY.

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THE BEDFORD MAIN DEALERS

FOR YOUR

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1957 3-ton BEDFORD diesel truck, green, £325.

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NEW vehicles for immediate delivery.

UNUSED and unregistered Standard Atlas vans offered at £100 under list price, works mileage only, from £325.

CA Vans, long and short wheelbase.

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200 SOUTHERLY ROAD,
INFIELD.

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1957 BEDFORD 6-ton diesel truck, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

927-276

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD
MAIN DEALERS.

1959 BEDFORD tippers for sale, a fleet of 10 Model J5N (current type normal control) with 3000-cu.-in. Bedford disc. engines, fitted with Anthony under-floor gears and 6-cu.-yd. Always Welding heavy-duty steel bodies, cab guards, 3/16-plate floors, fixed and dropped sides, 9.00 x 20 tyre equipment, average mileage 45,000, ready for work, £775.

1950 BEDFORD type 2000 pantech truck, 1,000 cu. ft., excellent order throughout, £175 each.

55-61 LONDON STREET,

CHERTSEY

Chertsey 2391.

927-254

1960 BEDFORD 4-ton diesel normal-control drop-side truck, 14,000 miles, £585.

DAWNIER MOTORS, LTD. Phone, Ewell 2382.

1955 BEDFORD 10-12-cwt. van, diesel engine fitted 1958, special body, newly painted, £315. Lawton Goodman, 135 Cricklewood Broadway, N.W.2, Gladstone 2226.

1956 BEDFORD 5-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771.

927-108

WOODYATT MOTORS, LTD.

THE BEDFORD MAIN DEALERS,
THE BEDFORD CENTRE,
SOUTHEAST-ON-SEA.
Phone 43344.

1957 BEDFORD 8-ton tractor unit, 800-cu.-in. diesel, with Scammell coupling, £425.

927-339

1953 5-ton A-type BEDFORD, petrol, £255.

E. J. BAKER AND CO. (DORKING), LTD.

Phone, Dorking 3822, ext. 19.

927-314

BEDFORD 8-type tractor with 12-ton low-load trailer. Brown, Absonby Villa, Westinton, Carlisle.

927-x7474

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6, Willenden 3046-8.

ANDERSON AND BLAKE, Southfield Garage, Epsom, Surrey, Phone 271.

BEDFORD OL 4 & 4, unregistered, choice of several from £125.

1955 BEDFORD 5-ton P6 18-ft. 6-in. platform, £165. Edgware 2555.

927-204

Bedford Wanted

BEDFORDS wanted

BEDFORDS wanted.

BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.I.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.C.1. Advance 5242-3.

927-734

BEDFORDS ALL TYPES WANTED

BEDFORDS WANTED FOR CASH

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,
LONDON, S.E.10.

Greenwich 2033-4.

927-894

B.M.C.

B.M.C. 7-ton 1960 12-ft. steel-body tipper, excellent condition, 9,000 x 20 tyres, cost £1,480 new, gift, £700.

PHONE, Birmingham, Ast 3467.

927-134

Used Goods Vehicles (contd.)

1959, October, B.M.C. tractor unit, 37,000 miles only, good tyres, 9.00 by 20, 5.1 diesel, fifth-wheel coupler, a fully recommended vehicle.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16, Edgbaston 4501-5.

927-181

COMPARE THE PRICE

1959 B.M.C. 7-ton Morris diesel truck, 16-ft. handbuilt panelled drop-sided body, clean, £585

WHIPPLES.

PHONE, GRANTHAM 267.

AFTER HOURS 1699 OR 1455.

927-340

1959 B.M.C. 7-ton 20-ft. drop-side truck, high sides, glass-fibre cab, many extras, £895. Regate 927-301

COMMER

1956 COMMER Boys 6-wheeler, diesel, 21-ft. alloy platform, 2-speed axle, first-class condition. Fraith (Hereford), Ltd. Phone, Hereford 4221-6.

927-48

1953 COMMER OX light alloy platform body, excellent condition, £170. L. W. Vase, Ltd., Amphil, Bedford.

1960 COMMER diesel 20-yd. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. Edgware 2572.

927-110

COMMER 7-ton long-wheelbase 1959 TS3 alloy U-shaped tipper, small mileage, £600.

MEADWAY SPARES, Bordesley Green Rd., Birmingham 9, Vic 4933.

1957 COMMER TS3 7-ton tipper, 9.00 x 20 tyres, helper springs, wood body, £425.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.

927-146

1959 Long-wheelbase drop-side TS3, flashers, heater, 1959 medium-wheelbase drop-side tipper with coal extensions, 5-speed, air brakes, 1953 Ford 4D, pantech, reconditioned 4D axle or exchange late 12-ton artic. Phone, Bedford 6753-6.

928-x7407

1960 (Late) COMMER Unipower 6-wheeler with 24-ft. platform body, air brakes, heater and other extras, low mileage, £1,275.

1960 (Late) COMMER TS3 10-yd. tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc., £925.

1958 COMMER TS3 6-wheeler, 22-ft. drop-sided body, air brakes, heater, etc., in excellent running order, £750.

1958 COMMER TS3 4-wheeler, 18-ft. alloy platform body, air brakes, heater, etc., in excellent running order, £550.

ALSO a number of other good COMMERS in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

ONE-TON forward control, super capacity van, diesel, clean condition, no writing, first registered 1959, £425.

BRIW BROS., LTD., 134 Old Brompton Rd., S.W.7, Fremantle 3133.

927-298

1959 COMMER TS3 Unipower 6-wheel tipper, double-ram gear, 17-ft. body with drop sides, 5-speed box and air brakes, 9.00 x 20 tyres all round, a first-class machine, £875.

1960 Model TS3 short-wheelbase tipper, 5-speed box and air brakes, underfloor gear and wood body, £725.

RUSHTON GARAGE, 110 Leeds Old Rd., Bradford, Yorks. Phone 65527 (day), after hours, Shipley 50925.

1958 COMMER TS3 6-wheel twin-ram tipper, air brakes, 18500 2-speed electric axle, this vehicle is being dismantled for spares, all parts available.

LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623.

927-437

1960 TS3 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles immaculate condition £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567.

COMMER 1955 TS3 articulated unit, complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS3 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2-ft. 6-in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with C 18-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone, Tam 1396-7.

927-496

Commer Wanted

COMMER, 30-cwt. vans, low mileage, petrol. Phone, Swadincote 7515.

928-x7037

DENNIS

1952 (Late) DENNIS Jubilant 6-wheel platform lorry, double drive, ready for work, £250 o.n.o. Oswald Tillston, Ltd., Summit Works, Burnley. Phone 2301-4.

927-220

DODGE

1957 DODGE 101 AP6 6-ton diesel tipper, 9.00 x 20 tyres, heavy duty, 2-speed axle, helper springs, etc., £495.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.

927-147

DODGE 1955 7-ton model 146AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £295.

OWBERY'S GARAGE, Oshtill Rd., Handsworth, Birmingham Northern 3539.

927-176

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY

N.W.2.

Gladstone 2234-5-6-7.

ALL models from stock or early delivery

COMPLETE spares service for all types

PERKINS diesel, every facility.

927-171

CON'S MOTORS (HILL TOP), LTD.

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Boys conversion, 18,800 Eaton Axle, Leyland 375 engine, powered steering, taxed four months only.

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Primrose twin-steer conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

TERMS AND EXCHANGES ARRANGED.

CON'S MOTORS (HILL TOP), LTD.

127 HILL TOP,

WEST BROMWICH.

Phone, Wednesbury 0470 and 1047.

927-319

DODGE DISTRIBUTORS

for
GLOUCESTER, HEREFORDSHIRE,
WILTSHIRE.

H. R. WILSON SCOTT, LTD.

MONK MEADOW, GLOUCESTER.

Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOME.

927-506

ERF.

1949, 5LW, 18-ft. platform, £250. 1943, 5LW, 18-ft. platform, £100. F. Snelling, Copthorne Bank, near Crawley.

TWO 1960 ERF 8-wheelers, air brakes, alloy bodies, 24-ft. flat wood decks, immaculate 1957 TS3 artic, Handy 24-ft. trailer, air brakes, new cab, chassis recent, engine exceptional. Evans Garages, 12 Cardiff Rd., Newport, Mon. 62663.

FODEN

TWO 1948 FODEN, 18-ft. flat bodies, good tyres, 4LW C-clance operator, flat-front cabs, smart condition, £325. Edgware 2572.

1956 FODEN 2-stroke 8-wheel tipper, in very good working order, £1,600. Hamblins (Garage), Restory Rd., Rushden, Northants. Phone, Rushden 5211-5.

927-321

FODEN 8-wheeler bulk tipper, double drive, Foden 2-stroke engine, Syndromatic greasing, designed and built for cartage of coke, etc., in tip-top condition.

FURTHER details from Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133.

927-431

FORD THAMES AND FORDSON

1958, December, THAMES Trader 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, all extras £850. Furrrows, Ltd., Cotton Hill, Shrewsbury. Phone, Shrewsbury 6631.

1958 FORD 15-cwt. travelling stores van, in excellent order, fully equipped with compartments for motor spares, in constant use by main Ford dealers, £265.

EASTBOURNE MOTORS, LTD., Main Ford Dealers, 1-5 Sussex Rd., Eastbourne, Sussex. Phone, Eastbourne 4472.

927-45

1956 FORDSON 4D, 2-ton special coachbuilt body, translucent roof, new paintwork, £150. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226.

927-57

1959 THAMES Trader 7-ton Anthony hoist tipper gear, guaranteed, £725. Arnold 7771.

927-109

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572.

927-114

1959 THAMES Trader, Scammell tractor unit, fitted with new latest-type 75 engine, new 7.50 x 20 tyres, new batteries, fitted with gun vicer and windscreen washers, painted in primer, a really first-class vehicle ready for immediate work, £600. K. and J. Wheeler, 3 Victoria Rd., Beverley, East Yorks. Phone, Beverley 82678.

927-x7408

TWO FORD Thames 1-ton 138-in. wheelbase with Luton bodies, vehicles like new, three months' old, £2,200 for the pair. Phone, Romford 42495.

927-64

1959 FORD Thames Trader drop-side truck.

1958 2-ton drop-side Thames Trader at £365.

ACORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middles. Phone, Feltham 5888.

927-109

A33

Used Goods Vehicles (contd.)

1957 FORD 4D normal-control 4-5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180. Below.
1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd steel drop-side body, £695. Barne, 1966, 9 a.m. to 6 p.m. 927-96

GATES OF WOODFORD,

MAIN FORD DEALERS.
CHIGWELL ROAD,
WOODFORD GREEN,
Wansick 6633.

1960 Trader, 6-wheel, double-drive platform, power steering, air brakes, etc., etc. £1,875.
1960 Trader 8-cu.-yd tipper, Edbro front ram, excellent condition, £950.
GOOD selection of Thames Trader 5- and 7-ton trucks and platforms, from £400. 927-269

1958 Trader, 2-ton 750-cu.-ft. Luton van.
30 CWT Trader hand tipper, 8,000 miles, like new.

1956 4D 4-ton long-wheelbase truck.
MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham 6, Vic 6040; evenings Northern 8744. 927-138

TWO FORD 4D tippers, exchange Thames 7-ton tipper, Morley, West View Garage, Morton Seatham, Co. Durham 927-87472

A AVAILABLE:-

1959 Traders, 7-ton short-wheelbase end tippers, steel bodies, in good condition, can be seen by appointment, only two left, £375.

HOVERINGHAM GRAVELS, LTD.,

LOWDHAM 311, 927-175

1960 Trader County 6-wheeler twin-ram tipper, modiflow brakes, 11 new 9.00 x 20 14-ply tyres fitted, wood body, approximate 20 cu. yd. excellent machine, bargain price. Below.

1960 Trader (August) short-wheelbase 7-ton U-shaped-body tipper, 9.00 x 20 tyres, 3-piece wheels, heater, Hydrovac brakes, clean machine, low mileage, quick sale, £675. 927-262

1958 Trader 5-ton long-wheelbase drop-side tipper, D. North, Birmingham. Phone, Axt 3467. 927-133

HUNTER VEHICLES, LTD.,

CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1956 Thames 3-4-ton chassis-cab, diesel, one owner.

1956 Thames 3-4-ton boxvan, diesel, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

927-277

1957 Thames 4D diesel, Balco extended chassis, 18-ft. double drop-sided truck, £295.
OAKTHORPE MOTOR CO., North Circular Rd., N.13, Fox Lane 0161. 927-262

1959 FORD 7-cwt. van, grey, one owner, 9,000 miles only, £295. Trinity Cars, Ltd., 94 North Side, Wandsworth Common, London, S.W.18. Vandyske 1166. 927-286

1960 FORD Trader 7-ton diesel long-wheelbase drop-side truck, £675.

1960 FORD Trader 5-ton diesel long-wheelbase drop-side truck, £685.

1958 FORD Trader diesel 4-ton platform truck, £325.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey, Phone, Ewell 2382. 927-336

1959 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £395.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1, Clerkenwell 7456-9. 927-359

GORDON KING MOTORS, LTD.,

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.

1955 THAMES 4 diesel pantechnicon, recently reconditioned engine, £175.

ALSO a selection of Thames 5- and 7-cwt. vans always available.

MITCHAM LANE, S.W.16. Streatham 3133-4. 927-331

FORD 4D diesel long-wheelbase chassis and cab, £85.
E. J. Bayliss, Timberham Works, Lowfield Heath, Crawley, Sussex. Horley 4536. 927-412

A34

Used Goods Vehicles (contd.)

1960 THAMES Trader 6D diesel 7-ton long-wheelbase double-ram tipper, all steel, 12-ft. double drop-side body, 9.00 x 20 tyres, one owner from new, £750. 927-367

RUSHTON GARAGE, 110 Leeds Old Rd., Bradford, Yorks. Phone 65527 (day); after hours, Shipley 56925. 927-380

1960 Thames Trader 7-ton, 108-in.-wheelbase chassis-cab, fitted with 9.00 x 20 tyres, 33,000 miles only, £525.

1960 Thames Trader 7-ton, 108-in.-wheelbase chassis-cab, fitted with Anthony boost drop-side body and tipping gear, £695. Mears Motors, Ltd., 284 Upper Richmond Rd. West, East Sheen, S.W.14. Prospect 2235. 927-767

GILBERT RICE, LTD., Main FORD Dealer, 2-14 Worthing Rd., Horsham. Phone 4331. 927-426

THAMES P6, 20-ft. Balco extension, new body, clean and sound, £125. A.B. Motors, Maidva Vale 4767. 927-504

FORD Thames Trader 1957 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone 1396-7. 927-497

THREE 1960 FORD Trader tippers, new engines, 10-cu.-yd. bodies, excellent condition, best offer.

NEWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone 59441. 927-494

Ford Thames and Fordson Wanted

SECOND-HAND FORD diesel 2-3-ton, long wheelbase. Apply Sheppy Glue, 34 Ceylon St., S.W.8. Mac 7104. 927-129

WANTED, FORD 4D vans and Perkins, all capacities from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10, Gre 2033-4. 927-303

GUY

1954 GUY Otter, P6 reconditioned engine, alloy platform, F. Snelling, Copthorne Bank, near Crawley. 927-87347

1961 GUY Invincible 8-wheel long-wheelbase tipper, Edbro front end and tipping gear, triple drop-sided body, Gardner 6LN engine, 6-speed box, double drive, air brakes, many extras, almost as new vehicle, negligible mileage, bargain, £1,500.

USH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenage 174. 927-230

1956 GUY 6-wheeler, 61W Gardner engine, 5-speed gearbox, single drive, 24-ft. 6-in. flat platform body, 9.00 x 20 tyres, a sound strong job in very good running order, £550.

VINCENT GREENHOUS (HEREFORD), LTD., Lyde Motor Works, Hereford 2347. 927-364

1958 GUY Otter diesel Luton van, 1,500 c.c., side and rear loader, Luton 2-speed, £685.

A. AND L. VEHICLES SUPPLY CO., Gravel Lane, A. Salford. Phone, Manchester, Blackfriars 1511. 927-442

JENSEN

1955 (Late) JENSEN, P6, 23-ft. drop-side alloy body, well tyred, one owner, good mechanical condition, £175. Phone, Gipsy Hill 3646. 927-388

KARRIER

KARRIER Bantam truck for sale, 1954, 25 x 6 tyres, in good condition. Box CM273, care of "The Commercial Motor". 927-87379

LAND ROVER

1959, October, 88-in. diesel, hard top, £525. Reigate 2263. 927-393

GOOD supply of used LAND ROVERS always in stock.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 927-502

Land Rover Wanted

DIESEL LAND ROVERS wanted, 1957-58, in good running condition. Faulkner (Transport), Ltd., Watlington, Fareham, Hants. Phone, Fareham 4234. 927-6386

LONG-WHEELBASE LAND ROVER, hard top, 1957 onwards, Garwood, 45 Stamford Hill, N.16. N16 1191. 927-92

LEYLAND

1958 LEYLAND Octopus, with or without carrier container, excellent condition throughout. Phone, Carmarthen 7518. 927-86987

1956 LEYLAND Comet long-wheelbase drop-side lorry, 2-speed axle, heater, excellent tyres, 15-ft. body, ex C. licence user, £650. Furrows, Ltd., Cotton Hill, Shrewsbury. Phone, Shrewsbury 3631. 927-6392

1956 Comet long-wheelbase platform, 2-speed axle, £450.

1955 Comet long-wheelbase, 11W control, 2-speed axle, £525.

1947 Octopus long-wheelbase platform, choice of three from £275.

JOHNS HUSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 450, 457. 927-29

L EYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edware 2572. 927-113

1953 LEYLAND Octopus, 600 engine, double drive, 24-ft. drop-side body.

JOHNS PEPPER (HANLEY), LTD., Piccadilly, Hanley, Stoke-on-Trent. Phone 22551. 927-82

Used Goods Vehicles (contd.)

SEVERAL LEYLAND 12B1 Beavers for sale, 600 engines, all in first-class condition, being replaced by new machines, well worth seeing.

FRED DAVIES (ST. HELENS), LTD. Phone, St. Helens 6323. 927-194

1960 LEYLAND Super Comet, long-wheelbase platform lorry with 23-ft. body, 6-speed box, air brakes, very low mileage, in excellent order, £1,450.

1958 LEYLAND Comet, articulated unit, 6-speed box, Scammell coupling, in first-class order, £750; also similar Leyland Comet units with S.A.E. coupling.

1956 LEYLAND Octopus 8-wheel platform lorry, double drive, air brakes, £1,100.

1956 LEYLAND Hippo 6-wheel drop-sided lorry, double drive, air brakes, £850.

1950 LEYLAND Octopus 8-wheel boxvan, double drive, in very good order, £650. Also other good Leylands.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenage 174. 927-235

1959 LEYLAND Super Comet tractor units, air brakes, 2-speed axle, fifth-wheel coupling, choice of three.

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4. 927-219

1959, October, LEYLAND Comet tipping lorry, reduction 6-speed box, very good tyres, whole vehicle in first-class condition, unladen weight 4 tons 2 cwt., £1,175. Fredk. Ray, Ltd., Grovebury Rd., Leighton Buzzard, Phone 2192. 927-362

1955 LEYLAND Comet forward-control platform truck, good condition, £475.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 927-355

L EYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good condition.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone, am 1396-7. 927-498

SCAMMELL

PARADISE MOTORS, Geldart Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 927-830

1949 SCAMMELL rigid 8-wheeler, alloy flat, 6-speed box, 61W engine, can be seen working, £500 or nearest. S. Lyons, 19 Currie St., Liverpool, 3. 927-87447

1959 (Late) SCAMMELL tractor unit, 61LN engine, well low-loader trailer, in first-class order, bargain.

1952 SCAMMELL rigid 8-wheeler, Gardner 61W engine, 25-ft. platform body, in excellent running order, only £350.

A LSO other good SCAMMELLS and trailers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 927-22

SEDDON

1959 SEDDON diesel artic., fibre glass cab, York coupling, reconditioned throughout, 27-ft. trailer with new chassis, £1,350.

BRAKEMAN AND CO., LTD., 25 Queen Victoria Rd., Coventry. Phone 28410. 927-294

1958 SEDDON 8-ton treble-drop-side, Gardner 4LK, 5-speed, £550.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 927-338

1954, October, SEDDON 7-ton platform, owner-driven from new, in very good condition. Offers to Duckett, Lowbarnham Ipswich, Doncaster 927-87517

SENTINEL

1954 SENTINEL 12-ton diesel, 6-wheel chassis-cab, 185-in. wheelbase, 5-speed David Brown gearbox, 9.00 x 20 tyres, licensed December, 1961, in good clean serviceable condition, £1,950 o.n.o.

W. J. REYNOLDS (MOTORS), LTD., New Rd., W. Dagenham. Dominion 6655. 927-6

THORNYCROFT

MARSTON MOTOR CO., LTD.,

SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8800.

SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES. WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL

THORNYCROFT MODELS.

927-120

TROJAN

1955 TROJAN, diesel, large-capacity boxvan body, £135. Edware 2555. 927-295

UNCLASSIFIED

E. J. BAKER AND CO. (DORKING), LTD.,

BIRCHILL ROAD, ALDERSHOT.
Phone, Aldershot 24242-5.
AFTER 6 P.M., 20804.

NEW BEDFORD 7-ton TK tipper, 300 diesel engine, 3-speed rear axle, front-yd. drop-side steel body.

1955 MORRIS-COMMERCIAL forward-control 1-ton standard van, £125.

1954 7-ton BEDFORD, R6 diesel, long-wheelbase drop-side truck, well tyred, £185.

1955 BEDFORD 5-ton long-wheelbase hydraulic tipper, petrol engine, 5-cu.-yd., £290.

GOOD selection of BEDFORD CA 10- and 15-cwt. vans from £100. 927-476

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL) LTD.
LODGE GARAGE,
WHITEHALL ROAD,
GOMERSAL, NEAR LEEDS
Phone, Bradford 681144-9

OFFER FOR IMMEDIATE DELIVERY—

- NEW A.E.C.** 9.6 double-drive 8-wheeler, double ram rear, alloy fixed-side body.
- NEW A.E.C.** 9.6 double-drive chassis and cab, 10.00 x 20 tyres.
- NEW A.E.C.** Mustang twin steer.
- NEW A.E.C.** Mercury, 17-ft. 3-in. wheelbase.
- NEW A.E.C.** 11-ft. 6-in. wheelbase chassis and cab of complete tipper.
- NEW ALBION** Reiver single-drive to take 22-ft. body.
- NEW ALBION** Reiver double-drive 25AT tipping chassis.
- NEW ALBION** Chieftains long-wheelbase chassis and cab.
- NEW ALBION** Chieftain medium-wheelbase tippers, fitted double ram rear and 16-ft. alloy coal transporter bodies.
- NEW E.R.F.** 8-wheel, double-drive, LX.
- NEW BEDFORD** TK long-wheelbase 7-tonner.
- NEW FORD** Trader, 160-in. wheelbase.
- NEW FORD** Trader 7½-ton, Ealbro tipping gear, 9.00 x 20 tyres.
- NEW LEYLAND** Comet, long-wheelbase, hub reduction, 44G chassis and cab, 15-ft. 3-in. wheelbase.

E.R.F.

NEW TRACTORS

- LEYLAND** Comet tractor, fifth-wheel coupling.
- NEW BEDFORD** TK tractor, fifth-wheel coupling.
- NEW LEYLAND** Comet engine.
- NEW E.R.F.** tractor, LX.
- NEW FORD** Trader tractor, fifth-wheel coupling.
- NEW LEYLAND** Comet tractor, Scammell coupling.

USED TIPPERS

- 1960** FORD Traders 6-wheelers, fitted with Boys extension, 9.00 x 20 tyres, double ram gears, 20-ft. bodies, immaculate; choice of three.
- NOVEMBER, 1960** DODGE medium-wheelbase double ram tipper, Leyland Comet engine, 9.00 x 20 tyres, double-draw-side body, 15 ft. 6 in. long, as new.
- LATE 1960 B.M.C.** 9.00 x 20 tyres, double-ram gears, 15-ft. alloy bodies, power steering, 2-speed axles; choice of three.
- NOVEMBER, 1960** FORD Trader, fitted with fixed-side alloy body, coal transporter, immaculate.
- 1958** A.E.C. Mark II, air brakes, 10.00 x 20 tyres, double ram gears, 16-ft. 6-in. alloy fixed-side bodies, coal transporters; choice of two.
- NOVEMBER, 1958** COMMER TS3, 2-speed axles, 9.00 x 20 tyres, 15-ft. 6-in. alloy bodies, double ram gears, immaculate; choice of three.
- 1956** BEDFORD, long-wheelbase, petrol, drop-sided body, immaculate condition.
- 1955** BEDFORD 5 type, Perkins P6, short wheelbase, choice of two, £225 each.
- 1955** THORNycroft long-wheelbase tipper, alloy body, £300.
- 1958** ATKINSON tipper, double ram rear, 4LW, 5-speed box, 15-ft. 6-in. alloy body, immaculate.

USED 6-WHEELERS

- 1957** ALBION 6-wheelers, Leyland engine, double-drive; choice of two.

USED 8-WHEELERS

- 1957** A.E.C. 9.6 double-drive, 24-ft. flat, immaculate condition.
- 1956** LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three.
- 1952** ALBION HD 6LW, choice of two.
- 1950** LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three.
- 1945** SCAMMELL 6LW 24-ft. flats, cheap to clear, choice of three.

USED TRACTORS

- 1961** A.E.C. Mandator tractor, 11.3 engine, fifth-wheel coupling, 4,000 miles only.
- 1960** FORD Trader, fifth-wheel coupling.
- 1958** ATKINSON 6LW, fitted with York 27-ft. 6-in. drop-sided double-boared trailer.
- 1958** BEDFORD-SCAMMELL, fitted Leyland Comet engine, 2-speed axle, choice of three.
- 1958** GUY, fitted with 4LW, 2-speed axles, Scammell coupling, choice of 12.
- 1954** LEYLAND Comet 90, fitted with fifth-wheel coupling.
- 1953** LEYLAND Comet 90, fitted Scammell coupling, £175.
- 1951** LEYLAND Beaver tractor, fifth-wheel coupling.

USED TRAILERS

- SCAMMELL** 12-ton trailers, 9.00 x 20 tyres, 25-ft. long, choice of 12, £350 each.
- 12-TON** trailers, fifth-wheel coupling, 24-ft. long, choice of three.
- CHOICE** of a number of four-wheel trailers, 3-ton to 8-ton.

USED 4-WHEELERS

- LATE 1960** FORD Traders, Balco extension, 9.00 x 20 tyres, power steering, 21 ft. 6 in. long, choice of two.
- LATE 1959** COMMER TS3, 18-ft. flats, alloy frame bodies, immaculate condition, choice of two.
- 1958** A.E.C. Mercury Mark II, 20-ft. flat, £1,200.
- 1957** COMMER TS3 drop-sided lorry, immaculate condition, choice of two.
- 1957** ATKINSON 5LW 20-ft. flat, £850.
- 1954** A.E.C. Monarch, 20-ft. flat, choice of four.

(Continued in next column)

Used Goods Vehicles (contd.)

- 1954** E.R.F. twin steer, fitted 5LW.
- 1954** E.R.F. 4-wheeler, 5LW.

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- £300.** 1954 FORD 4D diesel long-wheelbase truck, good tyres all round.

- £550.** 1958 BEDFORD articulated tractor unit with Leyland diesel engine, suitable either artic. or pole carrier, in very good order, good tyres.

- £500.** 1955 COMMER TS3 diesel long-wheelbase truck in very good order, repainted, good tyres.

- £125.** 1947 FORD TV, petrol, 900-cu.-ft. Luton van, one owner, used on local removals, in excellent condition. 927-107

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- 1956** BEDFORD 7-ton platform lorry, R6 diesel engine.

- 1956** AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine done approximately 20,000 miles, £475.

- 1955** BEDFORD 5-ton, petrol, 1,250-cu.-ft. Luton van, in excellent condition.

- 1954** BEDFORD 5-ton, petrol, 1,250-cu.-ft. Luton van, choice of two, in excellent condition. 927-121

- 1955** BEDFORD P6 5-ton drop-side.

- 1956** DODGE P6 long-wheelbase tipper.

- 1955** BEDFORD R6 long-wheelbase tipper, one owner.

- 1957** BEDFORD R6 7-ton flat.

68G.

- E.R.F.** THORNycroft Sturdy Star drop-side.

- TWO** new DODGE chassis-cabs, immediate delivery.

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- 1959** DODGE 3126P drop-side truck, clean, owner-driver, good tyres, £725.

- 1958** COMMER Unipower TS3 long-wheelbase drop-side truck, very well shod, clean, £900.

- 1957** COMMER TS3 13-ft. 6-in. wheelbase platform truck, one owner, clean, £650.

- 1957** COMMER TS3 long-wheelbase tipper in good condition, £550.

- 1956** LEYLAND Comet 90 long-wheelbase platform truck, recent service engine, £400.

- 1956** DODGE 144AR6 tractor unit, fifth wheel counter, air-hydraulic brakes, £425.

- 1956** DODGE diesel platform with 18-ft. cattle container, one owner, £525.

- 1956** DODGE 106AP6 drop-side truck, £265.

- 1955** Mercury Mk. I light-alloy platform, £650.

- 1954** LEYLAND Steer, 22-ft. platform, good tyres, latest type cab, £525.

- 1948** LEYLAND Beaver long-wheelbase tipper, latest type cab, £550.

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TIPPERS

- 1959** BEDFORD 7-ton J-type, 6-cu.-yd. steel fixed-sided body.
- 1955** BEDFORD 5-ton A-type 13-ft. by 18-in. drop-sided tipper, P6.
- 1955** BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-sided tipper, petrol.
- 1955** COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.
- 1955** DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.
- 1958** FORD 5-ton H.D. 6D, 6-cu.-yd. steel drop-sided tipper.
- 1958** LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-sided tipper.
- 1955** LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. drop-sided tipper.
- 1955** LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.
- 1957** LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed sides.
- 1958** LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber drop-side.
- 1959** ALBION Clydesdale with York third axle and Leyland A.375 engine, 19-ft. by 3-ft. timber drop-side.
- 1952** VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop-side.
- 1958** LEYLAND Comet Model ECOS2/R long-wheelbase 15-ft. by 2-ft. timber drop-side.
- 1957** COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.
- 1956** MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side.
- 1956** SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed side.
- 1956** BEDFORD 7-ton 5-type with alloy tipping body.
- 1956** FORD Trader 7-ton with 14-ft. by 2-ft. timber tipping body.

PLATFORM

- 1956** ALBION Reiver, 22-ft. timber platform.
- 1955** ALBION Reiver, 22-ft. timber platform.
- 1958** ALBION Chieftain, 18-ft. timber drop-side.
- 1957** BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.
- 1956** BEDFORD 7-ton, R6, 16-ft. timber flat.
- 1956** BEDFORD 5-ton, P6, 16-ft. timber flat.
- 1957** A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
- 1952** E.R.F. 6LW, 24-ft. timber drop-side.
- 1957** LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.
- 1953** THORNycroft 7-ton 18-ft. timber drop-side.
- 1957** COMMER TS3, 19-ft. timber drop-side.
- 1956** COMMER TS3, 16-ft. 6-in. timber drop-side.
- 1958** COMMER TS3, 16-ft. 6-in. timber drop-side air brakes.
- 1956** DODGE 6-ton, P6, 17-ft. timber flat.
- 1955** DODGE 6-ton P6, 16-ft. timber drop-side.
- 1954** DODGE 6-ton, P6, 17-ft. timber flat.
- 1957** FORD Thames, 4D, 16-ft. 6-in. timber drop-side.
- 1957** BEDFORD 7-ton Comer engine, 16-ft. timber drop-side.
- 1957** LEYLAND Comet, Model ECOS2-4R, 20-ft. timber flat.
- 1955** ALBION Chieftain, 16-ft. alloy platform.
- 1959** B.M.C. 7-ton, 18-ft. timber drop-side.
- 1955** BEDFORD 7-ton, petrol, 16-ft. timber flat.
- 1960** LEYLAND Comet Model CS3-3R chassis-cab only.

TRACTOR UNITS

- 1958** B.M.C.-SCAMMELL tractor unit.
- 1957** BEDFORD 8-ton Scammell tractor unit, Meadows engine.

VANS

- 1958** AUSTIN A35 van, £225.
- 1953** MORRIS Cowley 10-cwt. van, recently overhauled, £100.
- 1956** ALBION Claymore 900-cu.-ft. alloy boxvan.
- 1956** ALBION Chieftain 900-cu.-ft. boxvan.
- 1955** FORD 10-cwt. van.
- 1954** BEDFORD 11-seater Dormobile, £155.
- 1959** COMMER Cab 5-cwt. van, £250.

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1960, April, COMMER 7-ton Rootes diesel 18-ft. drop-side lorry, helper springs, heater, flashers, 9.00 x 20 tyres, 40-gal. tank, excellent condition.

£1,150.

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£725.

1955, June, ALBION 10-ton Reiver 6-wheel double-drive platform lorry, good condition, good tyres.

£495.

1961, January, COMMER 3-ton milk float with canopy roof, excellent condition, nominal mileage, used for demonstration only, taxed, cost £635.

ACCEPT £500.

1961, January, COMMER 3-ton h/diesel van, with extra side door, heater, two seats, bumpers, spare wheel, painted red, excellent condition, used for demonstration only, taxed, cost £700.

ACCEPT £595.

1961, January, new unregistered COMMER 4-berth caravan, petrol engine, showroom model, painted red, cost £927.

ACCEPT £825.

1959, January, BEDFORD Martin Walter Utilibike, blue, excellent condition, small mileage, painted blue.

£350.

1957, June, COMMER 30-cwt. Superpoise van, diesel engine, good tyres, painted blue, C-licence user.

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1958, August, FORD 4D platform, high loading board, good tyres, C-licence owner.

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1954, June, COMMER 3.4-ton Superpoise drop-side, diesel engine, new tyres, C-licence owner.

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1957, March, KARRIER Bantam tractor, BK 7 coupling gear, complete with two van trailers, two platform and one tipping trailer, C-licence owner.

£400.

1954, October, COMMER 3.4-ton Superpoise platform, petrol engine, good tyres.

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1959 AUSTIN 702 7-ton 18-ft. drop-sided truck, 9.00 (12-ply) tyres, reconditioned and repainted, £775.

1956 AUSTIN 5-ton 6-cylinder diesel, 18-ft. drop-sided truck, 8.25 (12-ply) tyres, vehicle reconditioned and repainted green, £495.

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1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.
1958 AUSTIN 7-ton, 18-ft. platform.
1957 BEDFORD 5-ton petrol truck (at Cardiff).
1955 SEDDON Mk. XIIF diesel 18-ft. double-drop-side truck.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 ALBION Chieftain, 16-ft. wooden platform.
1956 COMMER 5-ton normal-control petrol 14-ft. double-drop-side truck.
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1955 E.R.F. 8-ton 16-ft. double-drop-side truck.

TIPPERS.

1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side body.
1957 ALBION Clydesdale steel-body fixed-side tipper (at Cardiff).
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

LUTONS.

1953 BEDFORD diesel 5-ton normal-control with 840-cu.-ft. box body.
1954 BEDFORD 2-ton boxvan.
1953 AUSTIN 3-ton 600-cu.-ft. Luton.
1958 MORRIS-COMMERCIAL diesel 30-cwt. Luton with Burtonwood tail-lift.
1958 BEDFORD 5-ton 1,250-cu.-ft. Luton.

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1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.
1958 BEDFORD 10-ton tractor, 2-speed axle, fifth-wheel coupling, 25-ft. drop-side York trailer (at Cardiff).
1956 ATKINSON diesel tractor unit, Scammell coupling.
1957 A.E.C. Mercury Mk. I tractor unit.

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1955-56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.
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1960, June, BEDFORD 10-ton tractor unit, 22,000 miles only, S.A.E. coupling, 8.25 x 20 tyres, £825.

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1956 BEDFORD 5-ton, P6 diesel, flat platform, one owner only, recently repainted, £275.

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1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power steering.

1955 ALBION F137CL platform lorry, good order.

1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.

1955 BEDFORD R6 7-ton tractor, Scammell coupling.

1953 ALBION Chieftain platform lorry, under 3 tons.

1952 E.R.F. Gardner 51W, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.

1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanics ally sound.

1948 SEDDON P6 platform lorry, good order.

1948 A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

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1947 BEDFORD 29-seater bus.
1957 BEDFORD S-type, Leyland Comet Q350 engine.
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1958 AUSTIN A50 van, green.
1959 COMMER 8-cwt. van, blue.
1959 AUSTIN Omnivan, primer.
1959 Thames Standard van, blue.
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BEDFORD 4-wheel drive, RHSC1, 300 diesel tipper, telechost, underfloor twin-ram tipping gear and steel body, 9.00 x 20 Radial tyres with on-off road tread to rear £2,020.

A.E.C. Marshall long-wheelbase 6-wheeler chassis and cab only, £3,588.

A.E.C. Mercury Mark II long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.

A.E.C. Mustang twin-steer chassis and cab, air brakes, on 10.00 x 20 12-ply tyres, £3,095.

A.E.C. Mammoth Major 8-wheeler, 17-ft. 41-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.

BEDFORD 71-ton KGLC8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed £1,755 2s.

BEDFORD Comet engine, KGTC8, rigid 6-wheeler, 9.00 third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 5-speed Pilot twin front-ram tipping gear and wood drop-side body, £2,816 7s.

BEDFORD KGA8 12-ton tractor unit, 350 engine, air brakes, 2-speed rear axle, 3-speed gearbox, 9.00 x 20 12-ply tyres, £1,700 3s.

LEYLAND Super Comet, 400 engine, 10.00 x 20 14-ply tyres heater and demister, fitted with up-to-the-minute 3-component Bulker body, improved high capacity blower, heavy-duty p.t.-o., air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, £4,276 complete in prime.

HANDS 30-ton 20-ft.-in.-the-well low-loader with Thompson 4-ton winch, £2,197.

LEYLAND Beaver, 12-ft. 6-in.-wheelbase tractor unit, 4 double reduction axle, 680 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer, £5,100. Will split.

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B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.

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BEDFORD 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout, £380.

BEDFORD 1955 5-ton petrol boxvan, tailboard and double doors, £250.

BEDFORD 1957 7-ton long-wheelbase double drop-side, 100 Bedford diesel engine, £400.

MAUDSLAY 1951 8-wheeler, long-wheelbase, 24-ft. platform body, £500.

TIPPERS.

THAMES Trader, 6-yd. steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but has never carried a load £1,375.

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine, recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.

A.E.C. Mammoth Major 8-wheeler, December, 1955, 9.6 engine, double drive, wood-body tipper, in exceptionally good condition throughout, £2,150.

LEYLAND Comet ECO2-4R 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.

A.E.C. 8-wheeler, 1956, Pilot twin-ram gear and wood drop-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.

BEDFORD 1954 R6 5-type standard-steel U-shaped body tipper, £285.

A.E.C. 1953 Mammoth Major double-drive 8-wheeler, fitted with large capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal in exceptionally good condition throughout, £1,600.

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DODGE 1954 P6 tractor unit, 2-speed axle, £200.

BEDFORD 1952 R6 diesel Dyson, 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £600. would split.

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1958 COMMER TS3, 2-stroke engine, 18-ft. platform
body.
1958 AUSTIN (B.M.C.) 7-ton 6-cylinder diesel
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1955 FODEN 6-wheeler, 6LW engine, double drive,
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Hendrickson third axle, 19-ft. 6-in. steel body,
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1959 GUY Warrior tractor unit, Leyland engine,
Primrose 25-ft. semi-trailer.
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5-speed, air brakes, 22-ft. platform body.
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5-speed double drive, 24-ft. platform body.
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Boys third axle, 22-ft. platform body, immacu-
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engine, fifth-wheel coupling.
1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed,
Boys axle, 21-ft. platform body.
1958 GUY Invincible 6-wheeler, 6LW engine, 23-ft.
platform body.
1958 GUY Invincible, Meadows 10-litre engine, air
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1950 THORNICROFT 8-wheeler, 22-ft. platform body, double-drive axles, 9.00 x 20 tyres, Gardner 6LW engine, air pressure brakes.

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1958 FORD Trader 7-ton platform.

1958 FORD Thames 5-6-ton platform, P6 engine.

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TIPPERS.

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1957 September, BEDFORD 7-ton 300 diesel long-wheelbase platform truck, £550.
1956 March, LEYLAND Comet 7-ton diesel long-wheelbase twin ram tipper, 5-speed gearbox, 2-speed axle, drop-side alloy body, £750.
1956 R.M.C. 7-ton diesel long-wheelbase platform truck, £300.
1956 FORD Thames 4-ton 413 drop-side truck, ideal coalman's truck, £325.
1955 November, BEDFORD 3-ton diesel long-wheelbase tipper, high side body suitable for bulk haulage, £375.
1954 BEDFORD 5-ton diesel medium-wheelbase tipper, choice of two, £300-£250.
1954 December, B.M.C. 5-ton diesel long-wheelbase drop-side truck, £200.
1954 AUSTIN 2-ton diesel platform truck, £200.
1953 FORD Thames 4-ton diesel long-wheelbase platform, special cab very good condition, £225.
1953 FORD Thames 3-ton petrol drop-side truck, one owner, £150.
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COMMER tractor with Scammell couplings.

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1959 FORD Thames 12-seater.
1959 Thames 10-12-cwt. van.
1959 BEDFORD 15-cwt. van.
1959 BEDFORD 12-seater.
1960 AUSTIN A55 pick-up.
1959 AUSTIN A35 van.
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1959 Thames 5-cwt. van; choice of two.
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- FORD Trader 5-ton 6D 152-in-wheelbase truck.
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FORD Trader 5-ton 6D Anthony drop-side tipper, 8.25 x 20 tyres.

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- 1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, low-mileage engine, 8.25 x 20 12-ply tyres, £710.
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1958 Trader articulated unit, £550.
1959 Trader 5-ton 4D 152-in-wheelbase truck, £660.
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£60. Perkins P6 engine complete with A-type Bedford fittings.
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1958 FORD Trader 6D, platform body, very clean, £650.
1958 A.E.C. Mercury long-wheelbase, platform body, one owner-driver, ready for work, £1,050.
1958 BEDFORD 7-ton, long wheelbase, Comet engine, drop-side body, good tyres, excellent condition.
1957 ATKINSON Twin Steer, 5LW engine, 10.00 x 20 tyres (good), twin-ram gear, 21-ft. alloy body, £1,050.
1955 ALBION Reiver, Leyland engine, 22-ft. platform body, £500.
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Used Goods Vehicles (contd.)

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- 1959 ALBION Chieftain long-wheelbase tipper.
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1956 BEDFORD 7-ton long-wheelbase diesel tipper.
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1958 DODGE 6-wheel twin steer, Leyland engine, 21-ft. 6-in. drop-side.

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1956 B.M.C. 7-ton tipper, Pilot twin-ram underbody gear, excellent 9.00 x 20 tyres, Eaton 2-speed rear axle, fixed-side body, 12 ft. 6 in. by 7 ft. by 2 ft. 6 in., £650.
1956 B.M.C. 7-ton flat platform lorry, Eaton 2-speed rear axle, very fresh, £625.

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1958 October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £495.
1954 BEDFORD diesel 7-ton chassis-cab, £175.
1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £450.
1958 BEDFORD 7-ton tipper, steel U body, £375.
1956 7 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.
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1954 4D 3-ton drop-side truck, £250.

- 1960 MORRIS diesel 7-ton medium-wheelbase tipper, Milshaw gear, high-sided alloy body, 9.00 x 20 tyres.
1957 SEDDON Mk. 15 7½-ton long-wheelbase platform lorry, £650.
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SENTINEL 7-ton long-wheelbase platform lorry.

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1955 ATKINSON 6LW 8-wheeler, £950.
1953 ATKINSON 6LW 8-wheeler, £850.
1959 COMMERCIAL TS3 4-wheeler, £650.
1959 FORD Trader 4-wheeler, £575.

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- 1960 ATKINSON 6LW 22-cu.-yd. alloy body, £1,250.
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1960 FORD Trader, 8 cu. yd., choice of two, £675.
1959 BEDFORD J-type, 7 cu. yd., £595.

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1959 COMMERCIAL 30-cwt. Superpoise van, green, normal control, £275.
1959 COMMERCIAL Cob, powder blue, passenger seat, £275.
1958 FORD Thames 10-12-cwt. F.C. van, black, £200.
1958 BEDFORD 10-12-cwt. drop-side truck, £195.
1957 AUSTIN 101 van, green, £150.

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**NEW VEHICLES AVAILABLE FOR
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ONE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft.
long wood and alloy coal body.

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1958 NIMON Comet forward-control
tipper with all-alloy body, £900.
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tipper with wooden body, £600.
SEPTEMBER, 1958 DODGE 146AR6 7-ton platform
lorry, £700.
1956 BEDFORD S-type 7-ton upper with wooden
body, £425.
1955 BEDFORD 5-ton A-type medium-wheelbase
tipper, £250.
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1959 COMMER TS3 Scammell tractor unit, good
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**NEW BEDFORD TK 71-ton long-wheelbase drop-side
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Scammell conversion, immediate delivery.**
1959 LEYLAND Super Comet drop-side trucks,
choice of two, one with 20-ft. drop-side body,
the other 21 ft.
1958 BEDFORD 300 diesel 7-ton drop-side truck,
£600.
1958 BEDFORD S-type tractor unit and trailer, £700.
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CHOICE of 20 ex "Evening News" delivery vans, 1951
Austins, £20 each, 1953 Bedford, £80 each.
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IMMEDIATE delivery of 40 brand-new Morris-B.M.C.,
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6-wheel double-drive tractor unit, power steering.
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8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.
NEW ATKINSON T1267 (Gardner 5LW) 12-ton light-
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4-wheel tractor, fifth-wheel coupler.
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17-ton 8-wheel double-drive 24-ft. platform.
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Milshaw 15-ft. alloy tippers, choice of six.
1959 ATKINSON T1760X (Gardner 6LX) 17-ton
8-wheel Milshaw 23-ft. alloy tipper.
1959 ATKINSON T1760A (Gardner 6LX) 4-wheel
tractor, air brakes, fifth wheel.
1959 ALBION Caledonian (Leyland 9.8-litre) 17-ton
8-wheel Pilot 20-ft. Homalloy tipper.
1959 ALBION Clydesdale (Leyland Comet diesel)
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1959 THORNLYCROFT Trusty 17-ton 8-wheel 25-ft.
alloy drop-side, air brakes, 40 x 8.
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1959 ATKINSON 5644LW (Gardner 4LW) 8-10-ton
Milshaw 15-ft. alloy tippers.
1959 ATKINSON T1760 (Gardner 6LW) 17-ton
8-wheel 24-ft. drop-side, mileage 40,000.
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4-wheel 21-ft. platform, 9.00 x 20.
1955 FODEN F66-15 (Gardner 6LW) 8-wheel
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1955 LEYLAND Octopus 1600 9.8-litre 8-wheel
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NEW COMMER 10-ton Unipower, 6-wheeler, diesel
NEW COMMER 4-, 5-, 6- and 7-ton diesel.
NEW COMMER 3.5-ton 12-seater light bus.
12-SEATER P.S.V. bus, petrol or diesel, Harrington
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COBS and 8-cwt. vans.
1960 12-seater light bus, Wickham blue, diesel
engine, one owner, in perfect body and
mechanical condition, £675.
1959 AUSTIN Minichuck, 12-seater, P.S.V. certificate
of fitness to August, 1960, in very nice
condition, £465.

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DICKINSON AND ADAMS, LUTON, LTD., Legrave
Rd. Luton, Beds. offers
1959 July, FORD Trader 3-ton 4D diesel tipper,
Anthony underbody gear, 11-ft. body, low
mileage, good condition, taxed December, £525.
1956 MORRIS 5-ton drop-side truck, reconditioned
engine, 10-ft. 6-in. body, £145.
1953 (November) 1951 BEDFORD 7-ton drop-side
truck, four new, three good tyres, taxed to
December, 16-ft. body, £165.
1947 KARRIER 3.4-ton drop-side truck, good con-
dition, 14-ft. body, £150.
1954 COMMER 25-30-cwt. van, £95.
1958 MORRIS J.B. van, 10-12 cwt., £195.
1958 BEDFORD C.A. van, £185.
1957 STANDARD 6-cwt. pick-up, good tyres, good
order, taxed December, £160.
1958 BEDFORD Grafton Grossner 12-seater,
reynolds, as new, £350.
DICKINSON AND ADAMS, Luton 51221 927-75

ISHERWOODS GARAGES, LTD.
DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheeler, Edbro
metal large-capacity body, fixed side and twin-
end-ram gear.
1959 COMMER TS3 7-ton tipper.
1959 BEDFORD 7-ton drop-side truck, Leyland
Comet engine, long wheelbase, Eaton 2-speed
axle.
1959 (Registered) DENNIS 6-ton tipper (ex-Ministry),
Dennis Max diesel engine, new wrap-round
vision cab.
1958 SEDDON 7-ton drop-side tipper.
1957 BEDFORD 7-ton tipper, Leyland Comet engine,
medium wheelbase, choice of two.
1956 FORD Thames 5-ton drop-side tipper, Perkins
engine.
1954 FORD Thames 4D drop-side truck.

**110 BUXTON ROAD,
STOCKPORT.**
Phone, Stockport 5083. 927-339

Sept. 22, 1961—THE COMMERCIAL MOTOR 75
(Supplement)

Used Goods Vehicles (contd.)

W. HAROLD PERRY, LTD.
MAIN FORD DEALERS,
FINCHLEY.

1959 Thames 5-cwt. vans, all normal extras, from
£250.
1959 Thames 7-cwt. van, all normal extras, one
owner, white, undersealed, large rear
windows, very carefully used, £250.
1960 Thames 10-12-cwt. van, all normal extras, one
owner, red, taxed to December, £295.
1960 Thames 15-cwt. builder's truck, 13,000 miles
only, excellent condition, £395.
1959 Thames 15-cwt. vans, all normal extras, £275.
1959 LAND ROVER Series II, soft top, petrol
engine, 22,000 miles, body very clean, tyres
very good, spare metal top, one owner, excellent
condition, £425.
1959 Thames 7-ton long-wheelbase Trader platform
truck, powered by 6D diesel engine, 19,000
miles, 9.00-20 tyres all round, excellent condition, £760.
1960 Thames 7-ton long-wheelbase Trader platform-
truck, 6D diesel engine, 11,000 miles, power-
steering, 9.00-20 tyres all round, outstanding vehicle, £895.
GOOD selection of used Trader tippers. Hire-purchase
facilities available.

297 BALLARDS LANE, North Finchley.
HILLSIDE 8888. 927-83.

SHUKERS OF SHEFFIELD, LTD.
OFFICIAL MORRIS COMMERCIAL DEALERS.
55-60 BROAD STREET,
SHEFFIELD.
Phone 20311.

1949 AUSTIN 3-ton petrol tipper, wooden drop-side
body, under-floor tipping gear, sound throughout,
£120.
1952 BEDFORD 5-ton long-wheelbase diesel tipper,
P.6 double drop-side wooden body, single ram
tipping gear, good tyres, ready for immediate work, £225.
1954 BEDFORD 7-ton forward-control long-wheel-
base diesel flat truck, good tyres, mechanically
sound throughout, £275. 927-196

1957 COMMER TS3 short-wheelbase tipper, new
cab, engine reconditioned, £575. 1957 Albion
Clydesdale 6-wheeler tipper, Leyland engine, £825. 1955
A.E.C. Mercury, 22-ft. body, £650. Articulated Tandem
trailer, bulk carrier, discharges all types powders, etc.,
£2,300.
WALKER'S TRANSPORT, Tuford, Newark, Notts.
Phone, Tuford 431. 930-6422

PRINCES (SALES), LTD., Millbrook, Southampton
76101.
1959 ALBION Clydesdale, Leyland engine, 21-ft.
platform, first-class condition.
1956 DODGE P6 engine, 16-ft. drop-side body
two-ways.
1954 A.E.C. M/Major 6-wheeler, 22-ft. alloy plat-
form, excellent condition throughout.
1961 MORRIS 7-ton 160-in. wheelbase, new, in stock
929-6423

INSULATED artic. trailer, 650 forward control, 20-ft.
long, single axle, air brakes, S.A.E. coupling, good
condition, £450.
B.M.C. Tractor unit, £250.
**C. MUMTON, Westcliffe Rd., Rushington, Lincoln-
shire, Rushington 273** 927-17

1959 Thames Trader 7-ton 6-pd. tipper, two offered
DECEMBER, 1958 MORRIS 30-cwt. petrol drop-side
truck, very clean, cream and black, £250.
SEPTEMBER, 1954 Thames 3-ton 3-way tipper, 4D
excellent condition, £265.
1958 BEDFORD 15-cwt. van, reconditioned engine
£175.
NORMAN REEVES (MOTORS), LTD., 215-218 High
St., Uxbridge, Middlesex, Uxbridge 33444 seven
lines. 927-13

1955 FORD Thames 5-cwt. van, £125.
1958 AUSTIN 15-cwt. van, £300.
1959 Thames 2-ton van, very good condition, £425.
1959 FORD diesel 3-ton van, interior aluminium
panelled, very good condition, £500.
1960 FORD 5-cwt. van, excellent condition, £265.
COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
63907. 927-50

**WILLIAMS MOTOR CO. (MANCHESTER),
LTD.**

**OFFER THE FOLLOWING
USED VANS:**
1957 TROJAN 1-ton personnel (diesel), £260.
1958 MORRIS 1-ton forward-control van (diesel)
£295.
1958 FORD Thames 15-cwt. gown van, £225.
1959 AUSTIN 30-cwt. forward-control van, £320.
1959 TROJAN 25-cwt. forward-control van, diesel
£400.
1958 AUSTIN "152" 10-seater Omnicoach, £400.

**TRAFFORD STREET,
DEANSGATE, MANCHESTER, 3.**
Phone, Dea 8781. 927-192
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Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, LTD.
VAUXHALL-BEDFORD MAIN DEALERS.
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

- 1960** AUSTIN 152 vans, choice of five from £300.
1959 BEDFORD Workobus, many extras, one owner, £370.
1959 December, BEDFORD 15-cwt. long-wheelbase van, one owner, £385.
1959 BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £345.
1959 FORD 15-cwt. Thames van, £285.
1958 AUSTIN Omnicoach, one owner, £250.
1957 5-ton FORD Trader 4D truck, £375.
1957 BEDFORD Workobus, £245.
1957 7-ton DODGE diesel tipper, very good condition, £575.
OCTOBER, 1954 7-ton BEDFORD tipper, good condition, new tyres, one owner, £310.
1953 COMMER 8-ton tractor unit, diesel, with 22-ft. low-loading trailer, £385.
1948 AUSTIN 2-ton meat van, £150.
1947 AUSTIN meat van, £125

927-492

BENTLEY BROS (SHEFFIELD), LTD.
VAUXHALL-BEDFORD MAIN DEALERS.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281

- 1958** BEDFORD 7-ton long-wheelbase drop-side 300-cu.-in. diesel, tyres, mechanically and body in excellent condition, will do years of good service, £590.
1957 BEDFORD 7-ton long-wheelbase drop-side 300-cu.-in. diesel, excellent tyres, ready for immediate use, £425.
1957 COMMER 30-cwt. van, petrol engine, finished in primer, ready for immediate use, £225.
1956 BEDFORD 7-ton long-wheelbase tipper, R6 diesel engine, recently reconditioned, good value at £350.
1956 BEDFORD 5-ton long-wheelbase drop-side, petrol, repainted suit coal bagging, etc., choice of two, £225.

HUNSMANS, of Brentwood 5252, offer:—

- 1956** MORRIS diesel 3-ton drop-side truck, £235.
1951 BEDFORD 3-ton Luton van, £75.
1955 AUSTIN A55 pick-up, resprayed, £285.
1959 Thames 12-seater, grey, £410.
1956 Thames 3-ton 4D boxvan, 750 cu. ft., £265.
1955 LAND ROVER, petrol, good condition, £210.
1959 BEDFORD Utilabrike 12-seater, grey, £360.

927-33

NEW A.E.C. Mustang chassis and cab. New Commer vehicles, all types. New Dodge short-wheelbase tipper, alloy body. 1961 A.E.C. Mustang coal tipper, £2,700. 1960 Leyland Octopus coal tipper, £3,800. 1959 Leyland 4-wheel coal tipper, £1,400. 1959 Dodge 4-wheel coal tipper, £1,400. 1958 Foden six-wheel coal tipper, £1,600. All offers considered. Many other types of vehicles for sale. 1949-50 Dennis Mags, £100 each. John Brindley, The Close, Sharnford, Hinckley. Sapcot 225. 927-x7473

NEW GUY Warrior light 8 chassis and cab, 17-ft. 9-in. wheelbase, list price.
1953 ATKINSON bulk tipper, Gardner 6LW, £900.
MAY'S MOTORS (ELSTEAD), LTD., Surrey, GUY Distributors, Surrey and Sussex. Agents for B.M.C. and Land Rover. Linstead 2147. 927-128

- 1958** BEDFORD long-wheelbase diesel double-drop-side, 2-speed axle.
1957 BEDFORD long-wheelbase diesel platform.
1957 COMMER TS3 tractor, 2-speed axle, fifth-wheel coupling.
1956 SEDDON long-wheelbase P6, fibreglass cab.
1954 BEDFORD long-wheelbase platform, R6 engine.
1953 ALBION Chieftain long-wheelbase flat.
1951 ALBION Chieftain long-wheelbase flat.
1950 LEYLAND Comet boxvan, very clean.

UNREGISTERED AUSTIN recovery 6 x 4, fitted P6 engine.
ACE Tricane, 7-cwt. capacity, in good working order.
THREE very clean CARRIMORE 22-ft. trailers on very good 9.00 x 20 tyres, fitted for air or vacuum brakes. 927-x7629

- 1959** October, one owner, B.M.C. diesel, 5-ton cattle truck container, 18 ft. 6 in. long, with Luton, on separate flat platform body, very carefully used, under 40,000 and on original 8.25 x 20 tyres, first-class condition throughout.
1955 THORNYCROFT Sturdy Special 20-ft. drop-side lorry, extremely good condition.

OFFERS TO:—
COMMERCIAL VEHICLES (BURTON-ON-TRENT), LTD.

141 NEW STREET,
BURTON-ON-TRENT,
Phone, Burton 3682 and 6681. 927-209

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Used Goods Vehicles (contd.)

FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

- NEW DODGE** trucks for early delivery.
NEW Thames 15-cwt. vans and trucks, also 12-seaters.
NEW Thames Trader 3-5-ton trucks.
NEW Thames Trader Lutons.
NEW MORRIS vans, 1-ton-30-cwt., J2, J4 and LD.
ALL the above vehicles available from stock.
1959 MORRIS J2 13-seater bus, also choice of two vans.
1956 MORRIS 30-cwt. diesel truck.
1958 Thames 3-ton 4D diesel truck; also 30-cwt. model.
1958 MORRIS 10-cwt. J/B van.
1957 58-59 Thames 5-7-cwt. vans, from £195.
1955 AUSTIN 2-ton boxvan, approximately 700 cu. ft., petrol. 927-172

CENTRAL GARAGE.

AUTHORIZED
LEYLAND, ALBION DEALER.
BARNESLEY ROAD, SOUTH ELMSALL,
NEAR PONTEFRACE.
Phone, South Elmsall 276-7-8.

- ALBION** Reiver, 1955, fitted with Albion engine and platform body.
ALBION Reiver, 1955, Leyland engine, 6-speed gearbox, platform body.
ALBION 8-wheeler, 1954 (December), 23-ft. platform, very clean.
BEDFORD, 1959, with Boys third axle, 2-speed axle.
COMMERCIAL TS3, 1956, long-wheelbase tipper.
COMMERCIAL Superposse, 1953, articulated, with 6-ton low-loader, P6 engine.
LEYLAND Beaver, 1949, late type cab, 600 engine, 18-ft. platform.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,
SOUTH ELMSALL. 927-178

- 1953** LEYLAND Comet with Blow-Knox 21-yd. concrete mixer.
1954 BEDFORD 5-type long-wheelbase diesel tipper.
1959 LEYLAND Octopus long-wheelbase platform.
1957 LEYLAND Comet medium-wheelbase chassis-cab only, with syndromic lubrication.
1960 November, ALBION Reiver RE271, with Pilot gear and 15-cu.-yd. alloy body.
1959 ALBION Claymore drop-side truck.
NEW LEYLAND Beaver tractor with Power Plus engine and fifth-wheel coupling.
NEW LEYLAND Comet forward-control tipper, complete.
NEW BEDFORD 7-ton extra-long diesel drop-side truck.
NEW BEDFORD 4-ton diesel drop-side truck.
NEW ALBION Reiver RE27AN chassis-cab with 9.00 x 20 tyres, 6-speed box.
NEW BEDFORD TK 4-ton forward-control drop-side truck.
JIFFREYS COMMERCIAL MOTORS. Phone, Swansea 927-438
22415 (three lines).

GORDON GARAGE (LEYTON), LTD.
FOR immediate delivery of good used vehicles.
209-219 LEA BRIDGE RD., Leyton, E.10. Phone, 927-349

- SPURLING MOTORS (CITY) offer:—**
1958 BEDFORD 7-ton long-wheelbase diesel truck.
1953 Thames 4D 5-ton truck.
1953 AUSTIN 2-ton Luton van.
1956 BEDFORD 10-ton petrol engine tractor unit.
SPURLING MOTORS (CITY), 176-179 Shoreditch High St., London, E.1. Shoreditch 8433. 927-389

RAY POWELL, LTD.

SUCCESSORS TO—
HALE MOTORS (TOTTENHAM), LTD.,
THE HALE, N.17.
Tottenham 7771 (three lines).

- NEW** COMMERCIAL super capacity 30-cwt. petrol boxvan. Also diesel available.
NEW COMMERCIAL 15-cwt. boxvan, various specifications.
NEW COMMERCIAL personnel carrier, red.
NEW AUSTIN A35 boxvan, passenger seat, heater, manufacturer's colour.
NEW AUSTIN 15-cwt. Omnivan, primer.
NEW FORD Trader 1,800-cu.-ft. Luton van, painted grey.
1960 COMMERCIAL 15-cwt. petrol boxvan, hinged doors.

ALL the above in stock, available for immediate delivery. 927-271

Used Goods Vehicles (contd.)

SPURLING MOTORS (CHISWICK), LTD.
(CHISWICK FLYOVER),
VAUXHALL, BEDFORD MAIN DEALERS.

- FOR** quality tested used vehicles.
1958, 1959 and 1960 CA vans, long and short, from £275.
1958 BEDFORD Hawson CA van, one owner, first-class condition, choice of two, from £250.
1956 BEDFORD 3-ton petrol Spurling van, £225.
1955 BEDFORD 5-ton diesel boxvan, 1,000 cu. ft., reconditioned engine, in excellent condition, £425.
1958 COMMERCIAL Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £675.
1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.
1957 AUSTIN 13-cwt. diesel van, one owner, £285.
BEDFORD HOUSE,
CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 927-301

OVER HALL GARAGES, LTD.

- VAUXHALL AND BEDFORD DEALERS
1960 COMMERCIAL 15-cwt. diesel van, one owner, low mileage.
1958 BEDFORD 25-cwt. van, one owner, good order.
NEW 15-cwt. BEDFORD vans.
SELECTION new and used diesel and petrol 15-cwt. vans.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDD.
Ashford 5741. 927-289

GATES OF WOODFORD.

- FORD MAIN DEALERS.
CHIGWELL ROAD,
WOODFORD GREEN,
Wanstead 6633.
SEE our selection of Bedford, B.M.C. and Commer platforms, trucks and boxvans, at competitive prices. 927-270

- 1958** FORD Trader tipper, steel body.
1958 BEDFORD 7-ton tipper.
1958 MORRIS 8-cu.-yd. tipper, wooden body.
1951 AUSTIN 2-ton van body.
1954 DODGE 6-ton cattle body, new engine.
1957 DODGE 7-ton truck, good order.
1954 AUSTIN 5-ton chassis and cab.
PART-EXCHANGE, hire-purchase.

VINCENTS OF YEOVIL, LTD. Phone, Yeovil 2091. 927-174

- WELLINGTON GARAGE (OLDHAM), LTD., offer:—**
1959 Thames Trader tractor unit, 6D, fitted York coupling, owner-driven, low mileage, just as new, £795.
1957 August, MORRIS 5-ton long-wheelbase boxvan, body approximately 850 cu. ft., rear roller shutter door, ex-private company, £550.
WELLINGTON GARAGE (OLDHAM), LTD., Huddersfield Rd., Oldham, Phone, Main 9109-0083. 927-191

- 1957** 7-ton B.M.C. long-wheelbase tipper, diesel, 2-speed axle, power steering, good condition, £150.
1957 7-ton BEDFORD U-shaped steel-bodied tipper, diesel, £250.
WALKER WALKER (ECCLESFIELD), LTD., 248 The Common, Ecclesfield. Phone 1867. 927-206

L. F. DOVE (C.V.), LTD.

AUSTIN COMMERCIAL DISTRIBUTORS.
DOVE'S PAY-AS-YOU-EARN SCHEME FOR USED VEHICLES. 3 TONS AND OVER, 10, 15 OR 20 EQUAL MONTHLY PAYMENTS.

- 1960** COMMERCIAL 8-cwt. van, green, 5,000 miles, £350 (2).
1958 AUSTIN 15-cwt. van, green, £250 (2).
1956 BEDFORD 10-12-cwt. CA van, grey, no writing, £165.
1951 COMMERCIAL 3-ton boxvan, petrol, green, £125.
1955 MORRIS 3-ton diesel boxvan, £325.
1959 AUSTIN 30-cwt. diesel drop-side truck, bolster, flashers, heater, screen, no writing, 8,000 miles only, guaranteed, £565.

* Vehicles marked (2) carry three months' guarantee.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

- 7-YD.** diesel tipper, power steering, 5-speed box, 9.00 x 20 tyres. Pilot all-steel drop-side body and twin under-body ram cab shield calibrated.
DOVE Distributor 30-cwt., 2- and 3-ton standard alloy van, 400, 500 and 600 cu. ft., petrol or diesel.
L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon Addiscombe 3131. 927-480

Used Goods Vehicles (contd.)

BIRMINGHAM COMMERCIAL OFFER:
MORRIS-COMMERCIALS, early delivery of all models
DODGE early delivery of all models
1960 B.M.C. artic., 25-ft. trailer.
1959 40 Trader tipper.
1958 ALBION artic., Scammell couplings.
1958 40 Trader artic.
1960 B.M.C. 7-ton short-wheelbase tippers.
1958 Trader Luton van, 850 cu. ft.
1955 4D Luton van, 1,000 cu. ft.

BIRMINGHAM COMMERCIAL MOTORS.
WRIGHT STREET,
BIRMINGHAM, 10.
 Phone, Victoria 0437. 927-477

GEORGE TWYMAN Offers wanted for the following:
1955 B.M.C. 7-ton flat, diesel, 2-speed, ready for work.
1956 COMMER TS3 flat, mainly rebuilt, 14-ply tyres.
1959 BEDFORD J-type Anthony tipper, well above average throughout.
RECENT GARAGE, 17 High St., Potters Bar, Phone 57157.

1957 LEYLAND Comet Scammell tractor units, £875 each.
1953 LEYLAND Octopus platform, good condition, £750.
1955 LEYLAND Octopus platform, excellent condition, £1,000.
1960 FORD 3-ton Trader, fifth-wheel tractor unit, two line air brakes, excellent condition, £750.

MILLBURN MOTORS LTD.
 51-79 MILLBURN STREET, GLASGOW N.E.
 Phone, Bell 4977. 927-486

MAY, 1959 KARRIER Bantam 2-3 diesel, long-wheelbase boxvan-type body with roller shutter side and rear door, unladen weight 2 tons 10 cwt., mileage 35,000, well maintained and in first-class condition, £550.
OCTOBER, 1958 AUSTIN 7-ton forward-control diesel, long-wheelbase 18-ft. platform body, 2-speed axle, power, steering, 9.00 x 20 tyres, heater, unladen weight 4 tons 12 cwt., overhauled and in excellent condition, £675.
Barton Townley, Ltd., Penny St., Lancaster, Phone 2233.

1959 FORD Trader, petrol, 4,000 miles only, fitted new horsebox body for four, fibreglass skinned, side and rear loading, £1,400.
AUSTIN 3-, 5- and 7-ton chassis-cabs with heavy-duty equipment from stock at list price.
AUSTIN J4 pick-up, list price.

CHAMBERS ENGINEERING, Western Turville, 927-169
 Aylesbury, Stoke Mandeville 2282.

COOMBS SERVICE STATION (GUILDFORD), LTD.
 BY-PASS ROAD, GUILDFORD.
 FOR ALL
FORD TRADER INQUIRIES.
 PLEASE PHONE, GUILDFORD 62962
SPECIAL OFFER—

5-TON MORRIS 6-cylinder truck, in good working condition, £250.
1959 Thames Trader 7-ton truck, choice of two, 660 and 682.
1956 FORD Squire, in good condition, £230.
1956 FORD 5-cwt. van, black and cream, £140.
1959 BEDFORD 10-12-cwt. van, £200.

CHOICE of other 5-cwt. FORD vans in stock.
PLEASE PHONE, GUILDFORD 62962.
 927-326

VIGO MOTORS.
1956 BEDFORD 5-ton Tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
1959 BEDFORD 15-cwt. Luton.
1959 BEDFORD Utilabake, farmer's model.
1959 BEDFORD Utilabake.
1957 BEDFORD Workohus.
1957 MORRIS Minor van.
1956 FORD 12-cwt. van.
VIGO MOTORS, Walmer Rd., W.10, Ladbroke 3051.
 927-255

5-30-CWT. various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd., Friern Barnes Garage, Colney Hatch Lane, N.11. Ent. 8375. 927-295

Used Goods Vehicles (contd.)

1958 7-ton Tra or chassis and cab.
1956 7-ton DODGE 18-ft. 6-in. vehicle-drop-side body, 16/00 2-speed axle.
1955 DODGE 103AF6 unit and 22-ft. trailer.
1954 DODGE 3-4-ton, petrol engine, Telechost tipping gear, 11-ft. 6-in. 4-yl. body.
THE RELIANCE GARAGE (NORWICH), LTD., 927-312
 Heigham St., Norwich. Phone 28911-5.
1950 Diesel truck, 5-ton, 4125. East 1132 927-300
SCAMMELL semi-low loader, with Bedford tractor unit, £225. J. Cornaby (Newbury), Ltd., Phone, Headley 164. 928-6430

Unclassified Wanted
ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. 222-837
ALL types of commercial vehicles, also artic. units and trailers, cash waiting. Write, 48 Endbourne Rd., Liverpool, 9. Or Phone, Aintree 5466. 927-622
NOTICE to fleet owners and hire-purchase companies.
WANTED urgently, an unlimited number of late-model flats and tippers, 4-wheel and multi-wheel, cash on sight.
WILDE AND BENNETT, LTD., Hadfield. Phone, Glossop 2902-3; after hours, 2356. 927-36

WANTED. Heavy articulated tractor unit with low loader trailer capable of carrying excavator and plant up to 30 tons, trailer requires to have knock-out rear axle.
PARTICULARS to: Wesley, Turkington, Luggan, N. Ireland. Phone, Luggan 2381. 928-6426
REQUIRED short-wheelbase 6- or 8-wheeler chassis and cab, suitable for making into heavy breakdown vehicles. Norths, Pontefract Rd., Leeds, 10. Phone 7909, 927-217

LATE-TYPE Leyland, A.E.C., Fodens, all leading makes, 4- and 8-wheelers, also artic.; cash waiting. Percy D. Sleeman, Ltd., 38 Oxbridge Rd., Ealing, W.5. Ealing 7987. 927-384

WANTED, all types of heavy diesel-engined vehicles; cash settlement.
A. CONNORTON, LTD., 128 Brixton Rd., S.W.9. Brixton 7962, Sanderstead 1777. 927-418
VEHICLES wanted for scrapping fitted Gardner 4, 5 or 6LW engines, we can collect. C. Morgan and Sons, Waltham Chase, Southampton. Bishops Waltham 133. 927-458

NEW GOODS VEHICLES

A.E.C.
PRIMROSE Third Axles for your A.E.C. See your agent or write Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. 222-798

CENTRAL GARAGE (UPPINGHAM) LTD.
 AYSTON ROAD, UPPINGHAM, RUTLAND.
 Phone, Uppingham 3296-7-8.
A.E.C. AUTHORIZED DEALERS
SPARES STOCKISTS.
WE HAVE IN STOCK FOR
IMMEDIATE DELIVERY
SUBJECT TO BEING UNSOLD—

A.E.C. Mercury 17-1. 3-in. wheelbase chassis-cab air brakes.
A.E.C. Mammoth Major 8-wheel bulk coal tipper, double drive.
A.E.C. 8-wheel Mammoth Major, 17-ft. 4-in. wheelbase, double drive, chassis-cab, fitted Michelin 9.00 x 20 tyres, overdrive gearbox.
A.E.C. Mammoth Major 8-wheel 24-ft. platform.
A.E.C. Mercury 14-ft. 6-in. wheelbase chassis-cab, air brakes.
A.E.C. Mercury 11-ft. 6-in. wheelbase chassis-cab, air brakes.
A.E.C. Mandator tractor unit, fitted 690 engine.
A.E.C. Mustang twin-steer chassis-cab fitted double-reduction differential.
B.T.C. 25-ft. 4-in-line trailer.
ALL other A.E.C. models for immediate delivery. 927-139

BIRD'S COMMERCIAL MOTORS, LTD.
 BIRMINGHAM ROAD, STRATFORD-ON-AVON
 Phone 3223-3-4 and 2136
 Grams, "Quicksale"
NEW VEHICLES
MAMMOTH Main, AV690 engine, 5-speed gearbox, immediate delivery. 927-323

TWO new A.E.C. Mandator tractors, 11.3 engines, immediate delivery.
CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract Phone, South Elmsall 276-7-8. 927-176

New Goods Vehicles (contd.)

COMMERCIAL VEHICLE SALES AND REPAIRS (ESSEX), LTD.
A.E.C.
AUTHORIZED DEALERS, SPARES STOCKISTS AND OFFICIAL REPAIRERS.
CRANES CLOSE
BASILDON, ESSEX.
 Phone, Basildon 20221-4-5.
FOR IMMEDIATE DELIVERY.

A.E.C. Mercury Mk. II chassis and cabs, long and short wheelbase.
A.E.C. Mammoth Major Mk. V chassis and cabs.
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MORRIS 3-ton F.G. 145-in.-wheelbase chassis-cab, 3.4-litre diesel.

£867 10^s.

MORRIS 2-ton F.G. mobile shop, petrol, complete with chrome fittings, show cases, trays, 5-cu.-yd. conservator cold storage unit, hot water unit, cash drawer, etc., tiled floor.

£1,577 10^s.

MORRIS LDOS, 30-cwt. van, 2.2-litre diesel, flashing indicators, heater unit.

£874 2^s 6^d.

MORRIS J2 11-seater P.S.V. Minibus.

£677 10^s.

ALSO J2 VANS AND PICK-UPS, J4 VANS AND PICK-UPS.

FOR IMMEDIATE DELIVERY AND ATTENTION PHONE—

GRAHAM AND ROBERTS, L.T.D.
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CARLISLE 26171 (FIVE LINES). 929-6425

H. BEART AND CO., LTD., offer—

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ARNOTT'S GARAGES (DUNDEE), LTD., offer immediate delivery new MORRIS J4 van, J2 van, FG diesel 30-cwt., 2-3-4-ton P.S.V. Minibus, also LDOS and FG 2-ton mobile shop. Dundee 23383. 927-484

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INGS ROAD, WAKEFIELD.
Phone, Wakefield C771.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 160-in. and 150-in. and 120-in. wheelbase chassis-cab and platform trucks, ex stock.

NEW MORRIS (B.M.C. 5.1-litre) York 6-wheeler 4 chassis-cab, also Milshaw and Spentborough tippers, 17-18-ft. alloy body, ex stock.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 150-in. and 160-in. Milshaw 15-ft. and 16-ft. alloy tippers, 5-speed gearboxes, Eaton axles, ex stock.

NEW MORRIS (B.M.C. 5.1-litre) prime mover tractor, fitted Scammell automatic coupling, ex stock.

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THE CRAWLEY DOWN GARAGE, LTD., Snow Hill, near Crawley, Sussex. Cophorne 109-110.

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HANDYMAN two articulated outfits and Routeman 8-wheel rigid chassis with light alloy platform body available ex stock, insulated containers to suit, available at £1,750 each, plus Thermo King refrigeration if required. Let us quote you for your special needs.

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CAPITAL MOTOR CO., L.T.D.
THE LONDON SCAMMELL DISTRIBUTORS,
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SCARAB 3-ton and 6-ton diesel and petrol units, immediate delivery.

SCAMMELL trailers, 3-12-ton; for use with Bedford and other 4-wheel tractors; early delivery.

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PRIMROSE Third Axles for your SEDDON. See your agent or write, Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. 222-807

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. 222-928

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SEDDON diesel vehicles. Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

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FOR immediate delivery—

ONE SEDDON 7-ton 14-ft. 6-in. wheelbase chassis-cab, 350 engine, 9.00 x 20s.

ONE SEDDON 7-ton 14-ft. 6-in. wheelbase chassis-cab, 354 engine, 9.00 x 20s.

ONE SEDDON 16-ton G.V.W. 7-ft. 0-in. wheelbase tractor chassis-cab, 354 engine, 9.00 x 20s.

FAVOURABLE delivery dates most models.

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POTTOCKS, LTD.,
STANDARD commercial vehicle distributors,
IMMEDIATE delivery offered—

NEW Atlas 948 c.c., from £365.

ATLAS Major vans, now offered at £450, and the Atlas Major pick-up, £440.

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A. SMITH (GARAGES), LTD., Blackburn Rd., Bolton. Phone, Bolton 8957. Area dealers for TROJAN and Lambretta commercials. Scottish representative Andrew H. Smith. Phone, Darvel 461. 222-013

NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from—

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GUILDFORD AUTO SERVICES, LTD., Woodbridge Rd., Guildford 4038. Main dealers, sales and service. 927-775

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FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors for all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. 222-801

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UNCLASSIFIED

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LEYLAND, New CS3-3R chassis and cab, ex stock.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 927-247

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USED PASSENGER VEHICLES

A.E.C.

ONE 1959 A.E.C. Regent Mark V 9-seater low-bridge double-decker, body by Massey, Wigan; enclosed platform, certificate of fitness expires 6.11.65.
TWO 1961 A.E.C. Reliance 41-seater coaches, Duple bodies, radios and heaters, low mileage.
APPLY Muirhall Garage, Salisbury, By Motherwell, Phone, Salisbury 207, 928-6388

A.E.C. Single-deck bus, ex-Sheffield Corporation, Pearl Street Garage, 17 Pearl St., Sheffield. Phone 29139, 399529. 927-211

1946 A.E.C. double-deckers, low and high bridge, with late-type Northern Coaches bodies, £250 each.
MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 927-489

1952 A.E.C. 9.6, preselector, Harrington 41-seater luxury coach, certificate of fitness January 31, 1962, surplus to requirements, £1,450. Ementon, Cranfield, Blechley, Bucks. Phone, Cranfield 265. 927-x7502

ALBION

1949-50 ALBION double-deckers, low-bridge Alex-ander bodies, 6LW, certificates of fitness to 1964 £250 each.
MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 927-488

AUSTIN

1960, December, 12-seater Kenecoach, forward seats, 10,000 miles, as new, contract ceased, £700; exchans 29-seater. Phone, Hemphill, Norfolk 232. 927-x7508

1958 AUSTIN Omnicoach P.S.V. certificate of fitness October 1965, low mileage, 12 side seats plus courier, chrome bumpers and wheel discs, amber roof light, excellent condition throughout, £425 o.n.o. V.L. House, Hilt'n, Blandford. Phone, Milton Abbas 247. 927-x7506

BEDFORD

BEDFORDS, 41-seaters, 1957 Duples, first class condition, cheap for quick sale. Eatonways, 900 Coventry Rd., Birmingham 10. Victoria 0818. 927-x7346

BEDFORD, 1954, 36-seater full luxury Plaxton body, quarter and roof lights, wheel discs, many extras, well shod, repainted, etc., as new, well maintained vehicle, certificate of fitness 1964; bargain at £1,550. B.T.D.S. Coaches, Phone, Nottingham 27151. 927-x7334

1957 SB3 BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trims, public address and radios, excellent order throughout, only £2,295 o.n.o.

1952 BEDFORD 33-35-seater Duple, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secure.

ALL deals are negotiable and H.P. terms can be arranged.
LAMBERTS OF KINGSTON, LTD., 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7200 (20 lines) or after hours, Molesey 6649. 927-65

CENTRAL MOTORS (BURNLEY) LTD.

WHITEGATE GARAGE
PADIHAM 721H.

Cheap coaches surplus to requirements.

1959 BEDFORD Plaxton, diesel, 41-seater £2,500.

1956 BEDFORD Plaxton, petrol, 41-seater £1,600.

1954 BEDFORD Duple, petrol, 36-seater, £1,200.

1953 BEDFORD Plaxton, petrol, 36-seater, £1,100.

ALL excellent condition, red and cream with radios, heaters, glass roof quarters, many extras and good certificates. 927-x7448

SILVER LINE MOTORS.

VAUGHAN AND BEDFORD MAIN DEALERS.

SEASONAL REDUCTIONS.

1957 BEDFORD 41-seater Duple Super Vega, exterior finished cream and red, interior trimmed red, coach in really first-class condition, certificate of fitness 1964, £2,550 o.n.o.

1957 BEDFORD 41-seater Duple Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1964, £2,475 o.n.o.

1956 BEDFORD 41-seater Duple Super Vega, exterior silver and blue with red interior trimming, very sound vehicle, rescripted to 1960, £2,300 o.n.o.

1952 BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962, to clear, £950 o.n.o.

ALL vehicles have received thorough check-over and repairs as necessary and are offered for sale in first-class condition.

SILVER LINE MOTORS.

BESSEMER ROAD,
WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 24132 927-310

Used Passenger Vehicles (contd.)

1961 BEDFORD, petrol, 8 ft., 41 seats, Plaxton, radio and public address, 17 quarter lights, armrests, power steering, heaters, three 3-way lift-up lights, Michelin X, discs, extras, £375, certificate of fitness 1968, body light blue and silver, interior blue and beige, mileage 14,500, £3,300, lovely job, delivered March, cost £4,275, licensed.
MALLINSON'S MOTOR TOURS, Ellershaw Square, Windermere. Phone 161, 484 or 321. 927-62

COMMER

1961 COMMER diesel 11-seater P.S.V., 8,000 miles, £950 new, except 6075, Ken Shaw, Kenlyn Garage, Dobcross, Oldham. Saddicworth 372. 927-x7336

DON EVERALL (COMMERCIAL VEHICLES) LTD.

1960 COMMER TS1 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., 10,000 miles only, available early October, can be painted to your instructions and delivered for £3,300 each, choice of 10.

1959 COMMER TS1 41-seater Duple coaches, choice of three, £2,900 each.

1958 COMMER TS1 41-seater Duple and Plaxton coaches, ex our own fleet, choice of 10, overhauled and painted to your instructions, £2,600 each.

1957 COMMER Beadle, fitted A.E.C. 5-speed gearboxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,600 each.

1956 COMMER Beadle 41-seater coaches, as above, overhauled and rescripted 1965, £2,200.

1956 COMMER TS1 41-seater Plaxton coach, glass roof quarters, Formica panels, heaters, etc., painted to your instructions, £2,200.

1956 COMMER TS1 41-seater Duple coaches, fitted heaters, etc., choice of overdrive or 2-speed axles, certified 1966, £2,000 each.

DON EVERALL (COMMERCIAL VEHICLES) LTD.

34 CLEVELAND ROAD,
WOLVERHAMPTON 270J.

NIGHTS AND WEEK-ENDS 32347 AND 22293. 927-21

TS3, Six 36-seater Duple touring coaches, tubular racks, quarter lights, PA 5-speed gearboxes, etc., £2,750. Worthington Tours, Birmingham, 5. Mid 4906. 927-397

1955 COMMER TS1 diesel 31-seater full-luxury coach, certificate of fitness 1965, £475. Apply Frating Works, Frating, near Colchester, Essex. Great Bentley 230. 927-309

CROSSLEY

CROSSLEY 1949 model SD 33-seater, certificate of fitness October 1962, in very nice clean condition and good running order, four almost new (1,500 miles) 9.00 x 20 tyres on rear, good batteries, £150. Millers Coaches, Cirencester. Phone 479. 927-x7475

DAIMLER

1947 DAIMLER double-deckers, high-bridge Northern Counties, 5LW, certificates of fitness to 1964, £250 each.
MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 927-480

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD ON AVON,
Phone 3222-3-4 and 2136
Grams, "Quicksale."

USED PASSENGER VEHICLES.

DAIMLER double-deck buses, fitted with 5-cylinder Gardner engines, recently reconditioned throughout, mechanically perfect, the bodies being in first-class order, two-year certificate of fitness, ready for service. 927-324

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LEYLAND, ALBION, SCAMMELL.

1952 DAIMLER coach, four years' certificate, 37-seater, £1,200.

DAIMLER 37-seater coach, certificate expires 1965, £1,000.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2525-6-7. 927-509

FODEN

1952 FODEN 38-seater full-front luxury observation coach, rear-fitting diesel engine, good tyres, end-of-season bargain, to clear, £325. Apply Frating Works, Frating, nr. Colchester, Essex. Great Bentley 230. 927-370

Used Passenger Vehicles (contd.)

FORD THAMES

1960 THAMES Duple 41-seater, 7 ft. 6 in. wide ivory with red flash, best extras, £1,150 Hire-purchase.
A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 927-407

GUY

1946 GUY double-deckers, low and high bridge, late-type Eastern Coach Works bodies, 5LW, certificate of fitness to 1963-4, £250 each.
MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 927-481

LEYLAND

PS1, 1950 special body by Harrington extended to provide 35 full luxury seats, certificate of fitness 1965. Grosvenor Coaches, Enfield 1089. 927-46

FOR SALE - OCTOBER.

1955 LEYLAND Worldmaster fitted 600 engine, 41-seater body, dorsal fins, leather maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1965 (choice of two).

1956 LEYLAND Worldmaster, fitted 475 engine, Duple 41-seater body, maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1966 (choice of two).

DUE to replacements we have for sale these vehicles.

THEY are in absolutely first-class condition and have been operated and maintained by ourselves since new.

GLIDERWAYS COACHES, LTD.

316 BEARWOOD ROAD,
BIRMINGHAM.
Phone, Bearwood 2388. 930-6410

LEYLAND PD2 53-seater, Brush low-bridge bodies, 41-seater chassis, certificate of fitness. Terms. NORTH, Postcraft Rd., Stourton, Leeds, 10. 927-216

UNCLASSIFIED

STANLEY HUGHES AND CO. LTD.

LODGE GARAGE, WHITEHALL ROAD,
GOMERSALL, NR. LEEDS.
Phone, Bradford 681144-9.

SPECIAL PRICES TO CLEAR

NEW A.E.C. 41-seater Duple Britannia, front entrance.

NEW FORD 41-seater Duples, choice of colour.

NEW BEDFORD 41-seater Duple, red and cream, one only.

USED COACHES.

1957 A.E.C. Reliance 41-seater Consort, red interior cream and blue exterior, immaculate condition throughout, £2,250.

1955 A.E.C. Reliance 41-seater Burlingham, blue and cream exterior, £2,350.

1954 A.E.C. Reliance 41-seater Plaxton, blue and cream, £2,200.

1952 A.E.C. Mark IV 41-seater Plaxton Ventura, red and cream, autumn tint interior, £1,275.

1952 A.E.C. Burlingham 41-seater, cream exterior, autumn tint interior, £1,275.

1952 A.E.C. Mark IV 37-seater Burlingham, immaculate condition, £1,275.

1951 A.E.C. Mark IV Burlingham 39-seater, £1,000.

1959 BEDFORD 41-seater Plaxton, new Bedford diesel engine, quarter lights, red interior, immaculate, £2,850.

1956 BEDFORD petrol 41-seater, quarter roof lights, leather seating, Formica casing panels, £2,200.

1955 BEDFORD 36-seater Burlingham, exterior two shades of green, interior red, £1,500.

1955 BEDFORD petrol 38-seater Duple, red interior, £1,450.

1954 BEDFORD 37-seater Burlingham, red and ivory exterior, red flowery interior, £1,200.

1953 BEDFORD petrol 35-seater Yeates Rivers, red interior, red and cream exterior, £1,200.

1956 COMMER TS1 41-seater, ivory exterior, autumn tint interior, quarter roof lights, Formica casing panels, 2-speed axle, £2,200.

1960 FORD 41-seater Duple, 3-speed axle, red interior, red and ivory exterior, many extras, £1,350.

1959 LEYLAND Tiger Cub 41-seater Burlingham, front entrance, 2-speed axle, red interior, red and cream exterior, many extras, £1,850.

A Number of full-front and half-cab coaches, petrol and oilers, suitable for works contracts, schools, etc.

SPARES for all types of passenger vehicles.

HIRE-PURCHASE. Part-exchange.

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C. CLUCKHEATON 2461-2.

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BEDFORD.

WHAT YOU HAVE BEEN WAITING FOR.

DOUBLE COACHWORK
AND
BEDFORD CHASSIS.

THE JX20
19-20 SEATER COACH.

LOW PRICE — LOW RUNNING COST.
ASK FOR DEMONSTRATIONS.
REPLACE YOUR VISTA NOW.

1957 BEDFORD Vega 41-seater, red and cream, red interior, certificate of fitness 1964, £2,325.
1957 Rutland Clipper 41-seater, new engine fitted, certificate of fitness 1964, £1,895.
1953 BEDFORD Plaxton 35-seater, mechanically excellent, certificate of fitness 1963, £1,175.
1951 42, choice of two BEDFORD Vega 35-seaters, both certified, from 1945.
1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,175.
1950 COMMER 30-seater Hurricane, a very attractive vehicle, certificate of fitness 1962, £235.
1950 COMMER Plaxton 33-seater, full front, extras, £195.
1949 53 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £495.

SOUTHERN COACH CENTRE,

JOHN'S CROSS,

ROBERTSBIDGE, SUSSEX.

Robertsbridge 222.

IT COSTS YOU NOTHING TO CALL US.

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ALF MOSELEY, LTD.,

FORD THAMES P.S.V. DEALERS.

1960 FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type mouldings, choice of two, £3,450.
1957 BEDFORD Duple Super Vega 41-seater, red, fawn interior, with heater and radio, exterior cream-red certified April, 1964, note the price, £2,485.
1956 BEDFORD Yeates Riviera 41-seater, red interior, with radio and top sliders, exterior cream and red, certified November, 1965, £2,285.
1955 BEDFORD Burlingham Scammell 36-seater, red interior, with Formica casings, heaters, etc., exterior red and cream, certified February, 1965, £1,785.
1954 BEDFORD Riviera 36-seater, maroon interior with radio, heater, glass roofing quarters, offset tubular racks, exterior cream-red, well tired, immaculate, certified December 31, 1963, £1,685.
1954 BEDFORD Duple Super Vega 36-seater, brown-blue interior, with heater, exterior repainted cream and light blue, certified May, 1964, £1,585.
1953 FODEN (Gardner) CB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £1,150.
1952 BEDFORD Duple Super Vega 35-seater, blue interior, with heater, exterior repainted cream and red, certified May, 1962, £1,285.
1951 LEYLAND Royal Tiger Bellhouse Hartwell 41-seater, red interior, with heaters, exterior grey and red, certified 1963, £985.
1950 LEYLAND PS1 full-front 33-seater luxury coach, attractive red interior, exterior cream-maroon, clean and smart, certified January, 1964, £585.
1949 SEDDON (Perkins P6) full-front 26-seater coach in very clean order, certified April, 1962, note the price, £285.

K NIGHTTHORPE ROAD,

LOUGHBOROUGH, LEICS.

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A50

Used Passenger Vehicles (contd.)

END-OF-SEASON BARGAINS.

IF YOU HAVE NOT RECEIVED OUR VERY

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SEND FOR YOUR COPY NOW.

BETTER VALUE THAN EVER BEFORE IN

S.M.T.

RANGE OF USED COACHES.

EXAMPLES FROM OUR LARGE AND

COMPREHENSIVE STOCK INCLUDE:—

1958 BEDFORD Duple 41-seater coaches, choice of two top quality machines, £2,650 each.
1957 BEDFORD Plaxton 38-seater coach, many extras, certificate of fitness April, 1964, £2,550.
1955 BEDFORD Plaxton 36-seater full luxury coach with many extras, certificate of fitness 1965, £1,995.
1956 BEDFORD Plaxton 41-seater full luxury coach, just been recertified, certificate of fitness to 1966, £2,275.
1955 BEDFORD Duple 36-seater coach with R6 diesel engine, in good condition, certified to March, 1965, £1,450.
1954 BEDFORD Duple 36-seater coach, with R6 diesel engine, in excellent condition, certified to April, 1963, £1,350.
1953 BEDFORD Burlingham 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,350.
1952 BEDFORD Duple 32- and 35-seater coaches, in excellent condition at prices from 1950.
1952 BEDFORD Paxton 31-seater coach, certificate 1962, £750.
1955 COMMER Plaxton 41-seater coach, diesel, certificate of fitness 1965, £3,150.
1954 COMMER Plaxton 39-seater coach, diesel, £1,750.
1954 SEDDON Duple 41-seater coach, certificate of fitness December, 1963, outstanding value at £1,400.

DEMONSTRATIONS—

WITHOUT OBLIGATION—

ANYWHERE.

FOR A BETTER DEAL CONSULT

THE COACH EXPERTS.

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HIRE-PURCHASE FACILITIES.

OFFICIAL FITTING AGENT FOR

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AND

A.C.L. AUTOLUBRICATION.

THE S.M.T. SALES AND SERVICE CO.,

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177-205 FINNILESTON STREET,

GLASGOW, C.3.

Phone, Douglas 2940.

927-51

TRANSPORT (PASSENGER EQUIPMENT) LTD.

1949 LEYLAND PS1 single-deck service saloon, certificate of fitness 1963, 34 seats, C. H. Roe body.
1949 GUY Arab 5LW Gardner service saloon, single decker, C. H. Roe body, certificate of fitness 1962.
1948 49 DENNIS Lancel 5LW Gardner single-deck service saloons, C. H. Roe bodies, certificate of fitness 1962.
1943 45 GUY Arab 6LW Gardner double-deckers, Northern Counties bodies, certificate of fitness 1964.
1943 45 DENNIS Lancel 6LW Gardner double-deckers, Northern Counties bodies, certificate of fitness 1962-64.
1945 A.E.C. 35-seater Weymann service saloon, in excellent mechanical condition.

OAK HOUSE,

BRUNSWICK STREET,

MACCLESFIELD.

Phone 4433.

927-189

Used Passenger Vehicles (contd.)

F.C.S., LTD. F.C.S., LTD.
SUPER DOUBLE-DECKERS.

1949 50 A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted low-mileage late-series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes, remounted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £450-£500.

1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam and Eastern Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late-series low-mileage diesel engines, certificate of fitness 1963-62, choice of 10, price £450-£450.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metalized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half-sliding windows, etc., with late-series low-mileage 5LW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £350-£400.

1950 48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half-sliding windows, fitted late-series low-mileage A.E.C. 5LW Gardner and Bristol A.V. 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £500-£375.

SUPER COACHES AND SERVICE SALOONS.

1951 52 A.E.C. Mark IV underfloor-engined full-luxury coach with Burlingham 41-seater full Continental touring luxury coach body, radio, etc., very low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, just recertified to 1966, price £1,500.

1954 A.E.C. Mark IV underfloor-engined full-luxury coach with Burlingham 37-seater full Continental touring luxury coach body, crash box, reclining seats, courier seat, radio, microphone, etc., very low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, certificate of fitness 1964, price £2,500 or near offer.

1953 DAIMLER Freeline Roadmaster with super and Burlingham 35-37-seater Bellhouse-Hartwell Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,250.

1949 FODEN 33-seater half-cab full-luxury coach, fitted 6LW Gardner engine, in exceptional mechanical and body condition, certificate of fitness 1963, price £580.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, just into stock, three only, price £850.

1950 49 A.E.C. Regal Mark III with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £500-£450.

1947 48 LEYLAND PS1, fitted 1954 full-front 35-seater Burlingham body, low mileage, late-series PS1 engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of two, price £500-£450.

1948 47 BRISTOLS with Eastern Coachworks and Beadle 35-36-seater thin-wall all-metal service saloon bodies, fitted low-mileage late-series 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £350-£400.

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DEPOT AT BEGINNING OF MI BIRMINGHAM SPUR.

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DELIVERY from stock of all types of new coaches—Bedford, A.E.C. and Commer, Yeates, Duple and Burlingham—for delivery now at price-reduced prices, offering savings on new prices of up to £150.

THE success of the front-entrance BEDFORD 44-seater service bus, dual-purpose and luxury coaches, has been even greater than we had imagined, but due to increased production of these types (available only from Yeates), we can still give delivery from mid-October. For full particulars please write or phone. Our area representatives will be happy to give immediate personal attention.

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927-479

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L.T.D.

310-326 SYDENHAM ROAD, #
LONDON, S.E.26.

NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

NEW Duple Yeoman 41-seater, fitted Perspex quarters, L. Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

1958 COMMER TS3, Eaton 2-speed axle, 41-seater full-luxury Plaxton body, fitted with radio and heater, interior red moquette, exterior cream and grey, in excellent condition throughout, certificate of fitness 1965.

1957 COMMER TS3, 41-seater full-luxury Duple body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

1956 BEDFORD, Plaxton 41-seater full-luxury body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1965.

1956 BEDFORD Super Vega, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1955 COMMER TS3, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior autumn tint moquette, exterior red and blue, in immaculate condition throughout, certificate of fitness 1965.

1953 SENTINEL, 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1965.

1953 BEDFORD Plaxton Ventura, 35-seater full-luxury body, fitted heaters, divided seats, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Super Vega, 37-seater full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1952 A.E.C. 9.6 oil engine, 39-seater full-luxury Whitson observation body, fitted with heater, in good clean condition throughout, certificate of fitness 1962.

1952 DENNIS Falcon, full-front 33-seater full-luxury Gurney Nutting body in clean condition throughout, certificate of fitness 1962.

1950 BEDFORD Vista, fitted with a petrol and oil engine, 24-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964; choice of three.

1949 BEDFORD Mk. II service bus, 31-seater, fitted with Daimler seats, in good clean condition throughout, certificate of fitness 1962.

SEVERAL coaches suitable for workmen and mobile shops, at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late-model vehicles in the country, or at all on you and demonstrate anything you may require without obligation.

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YOUR FORD DEALERS
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AFTER HOURS, BIGGIN HILL 2330 927-91

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BUSES AND COACHES

ACTUALLY IN STOCK AND READY
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1952 LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, no bulkheads, all in excellent condition and certified, choice of four, £950 each.

1952 A.E.C. Mk. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certificate of fitness 1962.

LEYLAND PSI 33-seater coaches, all with good, clean, sound bodies and good seats, first-class machines, £325 each.

BRISTOL Super 35-seater service buses, 5LW Gardner 59 engines and 5-speed gearboxes, Burlingham bodies and seats in almost new condition, certified 1962 and 1963, £320 each; choice of 10.

1949 A.E.C. Mk. III 34-seater service buses, all with 9.6 engines, full air brakes and crash-type gearboxes, very lovely order and condition, all certified, £340 each.

1949 A.E.C. high- and low-bridge double-deckers, all fitted with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each; choice of 12.

A.E.C. High-bridge 7.7 double-deckers, all with Willowbrook bodies, first-class machines, £295 each; choice of six.

GUY low-bridge 53-seater double-deckers, all with Gardner 5LW engines and 1952 bodies, exceptionally clean, sound machines, £295 each; choice of eight.

LEYLAND high- and low-bridge double-deckers, all first-class machines with very good, sound, modern bodies; choice of 15, certified late 1962, £295 each.

ALL the above machines carry our three months' guarantee and are fitted with good serviceable or new batteries.

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COMMERCIAL VEHICLE SPECIALISTS

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NEW 1961 MODEL COACHES.

IMMEDIATE DELIVERY FROM STOCK—

BEDFORD SB3 petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream, ex-demonstrator, special offer.

BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream, ex-demonstrator, special offer.

BEDFORD SB1, 300-cu.-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream, ex-demonstrator, special offer.

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A SELECTION OF 50 USED COACHES
IN STOCK.

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CHOICE of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

CHOICE of 12 1951-55 33-38-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.

CHOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

A.E.C.

CHOICE of six 1954-58 Reliance 41-43-seater Duple and Burlingham coaches with current certificates of fitness.

CHOICE of six 1951-52 Mark IV 9.6 Burlingham Yeates Heave coaches all with current certificates of fitness.

LEYLAND.

CHOICE of four 1951-52 Royal Ficer 39-41-seater Harrington coaches, all with current certificates of fitness.

CHOICE of several 1947-50 PSL-1 and Comet, Duple and Burlingham coaches with current certificates of fitness.

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ATTRACTIVE PRICES AND INSPECTION AND
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927-101

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PASSENGER TRANSPORT SPECIALISTS.

SEE SEPARATE ADVERTISEMENT UNDER
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NEW BEDFORD diesels, fitted 2-speed axles or 5-speed boxes, 41-seater Burlingham coaches, immediate delivery, special prices to clear.

1960 FORD Thames Trader diesel 41-seater Burlingham coach, £2,800.

1959 BEDFORD petrol 41-seater Duple Super Vega coach, red and grey moquette, blue and cream exterior, £2,700.

1958 BEDFORD SB3, Leyland Comet 350 diesel engine, 41-seater Plaxton coach, radio, heaters, etc., certified 1965, £2,700.

1958 BEDFORD petrol 41-seater Duple, red interior, immaculate condition, £2,300.

1955 BEDFORD petrol 36-seater Burlingham coach, certificate of fitness 1965, £1,800.

1954 GUY Arab, 6HLW underfloor Gardner engine, fitted 41-seater Burlingham Scagull body, overhauled and certified till 1964, £1,900.

1954 SENTINEL 4-cylinder diesel 40-seater service bus, front entrance, certified to 1964, £575.

1953 BEDFORD petrol 35-seater Burlingham coach, certificate of fitness 1965, £1,100.

1952 DAIMLER, R. Free Line 43-seater Metalcraft body, certified 1962, £1,000.

1952 November, A.E.C. Mark 4 41-seater Yeates coach, in good all-round condition, £1,350.

1951 MAUDSLAY 7.7 diesel 37-seater full-front Gurney Nutting coach, certified 1966, ready condition, £650.

1947 LEYLAND PDI 53-seater low-bridge double-decker overhauled and recertified till 1964, £450.

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NIGHTS AND WEEK-ENDS 32347 AND 22293.

DON EVERALL (COMMERCIAL VEHICLES) L.T.D.

927-20

Sept. 22, 1961—THE COMMERCIAL MOTOR 83
(Supplement)

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), L.T.D.

COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.

AFTER 6 P.M. FARNHAM 4481.

WE are now taking orders for 1962 model coaches, delivery from September onwards, Duple, Plaxton, Burlingham 41-seater bodies on new Bedford petrol and diesel-engined chassis, 2-speed axle optional also new Bedford 29-seater models.

LET us quote you now for your next year's requirements.

IMMEDIATE delivery of the following high-class second-hand coaches—

1961 TROJAN 11-seater, blue, high-back seating, heater, lift-up roof vent, one owner, low mileage, £1,275.

Model (Reg. October 1958) BEDFORD diesel Super Vega 41-seater Duple, red interior, £3,050.

1958 BEDFORD petrol 41-seater Duple Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD fitted new Bedford 300-cu.-in. diesel engines, Duple 41-seater Super Vega body, red interior, £2,850.

1957 BEDFORD petrol 37-seater, blue interior, blue and grey exterior, one owner only, above average condition, £2,400.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1952 BEDFORD petrol 37-seater Gurney Nutting body, certificate of fitness 1962, £475.

1952 DENNIS L10 chassis full fronted Strachan body, 17-seater, green interior, certificate of fitness 1962, £250.

1951 DENNIS Falcon, 35-seater Plaxton body, 51-litre 2-speed axle, red interior, £675.

1950 DAIMLER CDV6 fitted 35-seater Gurney Nutting body, high-back seating, certificate of fitness December, 1962, £750.

1949 BEDFORD Mk. V 29-seater Vista, blue, high-back seating, certificate of fitness 1963, £375.

1949 LEYLAND PSL Burlingham 33-seater body, one owner only, red interior, certificate of fitness 1963, £295.

1959 BEDFORD Super Vega petrol Duple 41-seater, glass roof quarters, heaters, really clean coaches, choice of two, £2,975.

WE specialize in speedy crash repairs. All trimming, painting, signwriting, steam cleaning and bodybuilding can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

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COACH SPECIALISTS OF THE SOUTH.

FARNHAM, SURREY.

927-177

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NEW FORD Trader diesel 41-seater Plaxton Embassy, certified 1968, one available.

1959 BEDFORD SB3 petrol 41-seater Duple Super Vega, choice two, Triplex quarter lights, heater, radio, immaculate condition. (One 7 ft. 6 in. wide.)

1959 56 BEDFORD SB3 petrol 41-seater Burlingham Scagull, heater, choice of two.

1958 57 BEDFORD SB1 petrol 41-seater Duple Super Vega, heaters, choice four.

1958 56 COMMER TS3 (Routes diesel) 41-seater Duple Super Vega, heaters, choice six.

1957 COMMER TS3 diesel 41-seater Beale Ro-heater, certified 1964, heater.

1954 GUY Arab (Cardinal 6LW) 41-seater Burlingham Scagull, certified 1964.

1954 A.E.C. Reliance (7.75) 41-seater Burlingham Scagull, heater, radio, 2-tone grey.

1953 51 BEDFORD SB (petrol) 33-38-seater Duple Super Vega, Plaxton Envoy, Yeates, Burlingham and Gurney, choice several, all certified.

1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater, fitted dual blue.

1952 A.E.C. Regal Mark IV (9.6-litre) 41-seater Burlingham Scagull, heater, radio, choice two.

1952 COMMER (petrol) Reading 14-seater, cream and red, heater, certified 1962, £750.

1951 LEYLAND Royal Tiger (9.8-litre), 41-seater Burlingham Scagull, cream-red, heater, radio, 927-457.

THURGOODS OF WARE.

NEW FORD Trader 41-seater Super coach, nearing completion, red interior, exterior finished to your instructions, 2-speed axle, many extras, £4,000, immaculate.

1957 BEDFORD Vega (4L), petrol, 8 ft. wide, cream and brown, red interior, radio, heater, diesels, £2,275; another, red and cream, £2,275 o.n.o.

1955 November, BEDFORD (40) all-metal bus, petrol, 8 ft. wide, exterior blue and cream, certified 9.6.66, £1,200.

1955 BEDFORD Duple (38), exterior green and grey, red interior, certified to 1966, immaculate.

1952 May, BEDFORD Vega (35), maroon and cream, 7 ft. 6 in. wide, nice condition, certified to September, 1965, 1975; another two, blues, 1972 o.n.o.

1951 MAUDSLAY, 7.7 engine, (37) full-front Plaxton, red interior, certified to 1964, excellent condition.

PHONES, Ware 2383, nights 2886.

927-77

A51

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION
OFFER IMMEDIATE DELIVERY.

NEW FORD Thames Burlington Seagull 41-seater de luxe.

1959, June, BEDFORD Super Vega Duple 41-seater luxury coach, cream exterior, certificate of fitness 1960.

1959 BEDFORD Yeates de Luxe 41-seater, blue and cream, certificate of fitness 1960.

1958 COMMER TS3 Duple 41-seater, cream and red, certificate of fitness 1965.

1958 BEDFORD Leyland diesel unit, 40-seater Duple bus-type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.

1955 BEDFORD Duple 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 LEYLAND P52 Burlington full-front 33-seater coach.

1948 LEYLAND PD1 high-bridge M.C.W. 56-seaters (choice of five).

1946 LEYLAND PD1 high-bridge 56-seaters, M.C.W. coachwork.

A Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

1948 A.E.C. 7.7 Burlington 36-seater bus, certificate of fitness to 1963.

1946 A.E.C. 7.7 low-bridge Northern Counties late-type bodies, certificate of fitness 1963, good order, choice of two.

A Number of A.E.C. 7.7 and Leyland PS1 34-, 36-seaters, suit public works contractors, bargain prices.

A Number of LEYLAND T57 with 7.4 engines and fitted 1949 Burlington 35-seater bus bodies.

A Number of LEYLAND PS1 Burlington 31-seater coaches, 7.4 engines 1948-49.

GUY Arab 53-seater low-bridge Eastern Counties coachwork, Gardner 5LW power unit.

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MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE,
LONGTON, PRESTON, LANCs.

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WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

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WORCESTER STREET AND EASTERN AVENUE,
GLOUCESTER.

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HAVE FOR SALE THE FOLLOWING SELECTION OF GOOD USED COACHES

WHICH MUST BE SOLD.

1960 BEDFORD Burlington, fitted radio, heaters and wheel discs, red-grey moquette.

1959 Thames Plaxton, modified engine, radio, heaters, wheel discs.

1958 BEDFORD Duple 41-seater, radio, heaters, wheel discs, tubeless tyres 9.00 x 20, this vehicle has only done genuine 15,000 miles, is as new.

1957 BEDFORD 41-seater Duple, choice of two clean vehicles, certificates of fitness 1965.

1954 BEDFORD Duple, 36 seats, very clean, radio, heaters, certificate of fitness 1964.

1953 COMMER Karrier 14-seater, certificate of fitness 1963.

1961 BEDFORD Utilabus P.S.V. 12 seats.

1960 Thames Martin Walter P.S.V. 12-seater.

A LSO selection of BEDFORD 29- and 33-seaters with certificates of fitness.

A LSO A.E.C. and Leyland half cab

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928-6406

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291 FRATTON ROAD,
PORTSMOUTH.

Phone 23122.

1961 BEDFORD diesel 41-seater Duple, red interior, certificate of fitness, choice of two, £3,300.

1961 BEDFORD diesel 41-seater Plaxton C-type, red interior, certificate of fitness 1968, choice of two, £3,400.

1960 BEDFORD petrol 41-seater Duple, red interior, certificate of fitness 1967, £2,700.

1959 BEDFORD petrol 41-seater Burlington, grey and red interior, certificate of fitness 1966, £3,150.

1958 BEDFORD petrol 41-seater Duple, grey and red interior, certificate of fitness 1965, £2,200.

1955 COMMER TS3 39-seater Duple, autumn tint interior, certificate of fitness 1965, £1,700.

1947 BEDFORD Vista 29-seater, in good running order, £150.

A L the above vehicles are fitted with heaters and many other extras, exterior colours are finished in two shades of blue.

927-377

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, LTD.
SERVICE BUSES.
THE GARAGE.
ELM GROVE, CROSS STREET, SALE, CHESHIRE.
COACHES.
SALE AT SALE.

LEYLAND **LEYLAND** **LEYLAND**

PD.2 **PD.2** **PD.2**

1949 LEYLAND, 9.8-litre oil engines, 53-seater, Brush low-bridge double-deck buses.

ENGINES **ENGINES** **ENGINES**

100 **100** **100**

NEW in stock M.O.S. reconditioned petrol engines, Bedford 28-h.p., Morris 6-cylinder 23.4-h.p. CL and CB types, complete, including clutch. All packed in separate weather-proof wooden cases.

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GRAMS "BUSUNITS" 927-72

1953 BEDFORD 37-seater Duple, 8 ft., fitted with heater, radio and speech amplification, certificate of fitness May 1963, new engine fitted 1960, very nice condition.

1952 BEDFORD 35-seater Duple, 7 ft. 6 in., quarter lights fitted with heater, radio and speech amplification, certificate of fitness April 1962, new engine fitted late 1960, good condition, maroon exterior.

1955 BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

1954 BEDFORD Duple 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

1959 BEDFORD Duple 8-ft. 41-seater, diesel, all extras, new Bedford diesel engine fitted 26.6-h.p., certificate of fitness 1965.

1960 Thames Burlington 41-seater, one owner, certificate of fitness 1967.

1960 (1961 model) Thames Duple 41-seater, ex-demonstrator.

1960 BEDFORD diesel Duple 41-seater, one owner.

TWO only

1961 Models Thames coaches with Duple bodies. For immediate delivery.

NEW 1962 Thames Harrington, Plaxton or Duple. Order now for your own specification and assured delivery for 1962 season.

FOR demonstration at your own convenience phone Mr. Ralph Gill, Waterloo 4659.

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246 BOROUGH HIGH STREET, S.E.1.

Waterloo 5991. 927-110

END-OF-SEASON BARGAINS.

STARTLING REDUCTIONS.

FIVE-YEAR CERTIFICATES.

1951 LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior.

1951 LEYLAND Royal Tiger Burlington 37-seater, blue and cream, choice of two.

1953 BEDFORD Duple 35-seater, blue and cream, certificate of fitness 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.

1948 FODEN, 6LW Gardner, Windover 53-seater, blue and cream, lawn interior, certificate of fitness 1963.

WE are prepared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request.

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.

Phone, Erdington 2488. 927-155

W. HAROLD PURR, LTD.

MAIN FORD THAMES P.S.V. DEALERS.

STATION BRIDGE, WEALDSTONE,
MIDDLESEX.

1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

1949 COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

1949 BEDFORD O.H. Thurgood 29-seater, uncertified, 10 years' certificate, suitable for workmen shop.

1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. **HIRE-PURCHASE.**

PHONE HARROW 1031. 927-266

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, LTD.
HARVESTER HOUSE,
STRATFORD ON AVON.
Phone 4242.
OFFER THE FOLLOWING SELECTION OF
USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND WELL RECOMMENDED.

1954 BEDFORD petrol 35-seater Plaxton, finished in black and ivory, red interior, radio and heaters, certificate of fitness March, 1964.

1954 BEDFORD 36-seater Duple Vega, fitted with new Perkins R6 diesel engine, roof quarter lights, Formica side panels, finished in blue and cream, 7 ft. 6 in. wide, certificate of fitness June, 1964.

1954 BEDFORD petrol 36-seater Burlington, resprayed cream and retrimmed in maroon, fitted radio and heaters, certificate of fitness June, 1964.

1952 BEDFORD petrol 33-seater Duple Vega, roof quarter lights, finished in red and cream, reconditioned engine fitted, certificate of fitness December, 1961.

1951 BEDFORD, petrol, 33-seater Churchill body.

1950 FODEN 6LW (front end) 33-seater, full front, very clean interior, certificate of fitness April, 1964.

1948 MAUDSLAY 7.7 with Duple half-cab, certificate of fitness September, 1962.

1936 LEYLAND T57, rebodied in 1949 with Harrington 33-seater body, clean interior, certificate of fitness January, 1963.

A LSO a selection of vehicles suitable for works service or mobile shops.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGE. 927-403

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM 5.

Phone: Midland 1355.

NEW 1961 FORD Duple for immediate delivery.

1958 BEDFORD petrol, 41-seater Burlington body

1957 BEDFORD 41-seater Duple, wireless, P.A.

1956 COMMER TS1 41-seater Duple body, 2-speed axle, certificate of fitness 1960.

1954 BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.

1953 BEDFORDS, 35-seaters, Burlington and Duple bodies.

1952 BEDFORD 29-seaters and 35-seaters, Duple reclining seats.

1951 BEDFORD Duple, now being recertified, can be painted to customer's requirements.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),
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AFTER HOURS, WOLVERHAMPTON 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

927-402

LUTON COMMERCIAL MOTORS, LTD.

THAMES HOUSE,
DUNSTABLE.

MAIN FORD DEALERS.

1961 BEDFORD SBI Plaxton C-type Embassy 41-seater with 5-speed gearbox and extras, etc.

1961 BEDFORD Yeates Europa 41-seater with 2-speed axle and extras, etc.

1961 Thames Plaxton Embassy 41-seater with Eaton 2-speed axle and extras, etc.

1960 Thames Plaxton 41-seater with Eaton 2-speed axle, radio and extras, etc.

1960 BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox, choice of two.

1959 BEDFORD SBI Plaxton C-type Consort 41-seater with radio and many extras.

1956 BEDFORD Duple Vega 41-seater, with petrol engine, heater, and certificate of fitness, 1966.

1955 BEDFORD Duple 36-seater with many extras and certificate of fitness 1964 (December).

1954 BEDFORD R6 Mk. II Duple 38-seater, many extras.

1952 A.E.C. diesel 38-seater, painted two-tone blue, with all-weather body, heater, and certificate of fitness 1962.

PHONE, DUNSTABLE 64381.

(FIVE LINES.) 927-167

1959 BEDFORD Comet-Europa 41-seater, blue roof quarters, central tubular racks, heaters, radio, extra side locker, £2,850.

1960 Thames Europa 41-seater, blue roof quarters, central tubular racks, heaters, radio, choice of two, £2,950.

1960 BEDFORD diesel Europa 29-seater, blue roof quarters, central tubular racks, heaters, radio, speech amplification, roof marker lights, low mileage, £2,950.

E. SHIPLEY, LTD. Ashton-under-Lyne. Phone 1165, 929-6420

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

DIESEL.

- 1960, April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.
1959, May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.
1959, March, BEDFORD-LEYLAND 41-seater Super Vega, £3,150, blue-grey.
1958, April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.
1958, April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.
1953, July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.

- 1959, May, BEDFORD 41-seater Super Vega, £2,795, blue-grey.
1958, June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.
1958, May, BEDFORD 41-seater Burlingham, £2,595, maroon-cream.
1957, April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
1956, March, BEDFORD 41-seater Super Vega, £2,095, green-cream.
1955, April, BEDFORD 28-seater Super Vega, £1,695, green-ivory.
1954, April, BEDFORD 38-seater Super Vega, £1,550, red-cream.

CHOICE of several of each vintage in stock! 927-210

LES GLEAVE, LTD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Phone, Sandwood 225, 226.

NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

FOR EARLY DELIVERY.

- 1960 FORD Plaxton, quarter lights and many extras.
1959 BEDFORD Plaxton, quarter lights and many extras.
1959 BEDFORD Yeates 41-seater.
1958 BEDFORD Plaxton.
1958 BEDFORD Duple 41-seater.
1956 COMMER TS3 41-seater.
1952 BEDFORD Plaxton 33-seater; choice of two.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to start.

LES GLEAVE, LTD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
AFTER 8 P.M., PHONE SANDBACH 881 OR
SWINTON 2932. 927-187

V. COLEMAN

166 MAIN ROAD,
SUNDRIDGE, KENT.
Bristol 291.

SEVERAL coaches suitable for work, contracts, etc. 927-260

- 1955 COMMER, glass roof quarters, radio, heater, all extras, blue and cream, in excellent condition £2,250.
1952 Registered A.E.C. 7.7. fitted 35-seater full-front Eastern Counties luxury coach body, heaters, quarter lights, very good condition, four-year certificate of fitness, Wexley's Coach Services, Stoke Newington, North Bucks. Phone 226. 927-365

1950 A.E.C. Matador with 20-ton low-loading trailer knock-out back axle, 21-ft. well.
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 927-161

COMMERCIAL TS3 artic. with 23-ft. S.A.E. trailer, 1957.
JACKERBY AND CO., Maybells Farm, Ripple Rd., Barkingside, Essex. Dominion 5553. 927-348

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD diesel Duple Vega 41-seater, two weeks' delivery, special bargain price.

1958, November, MORRIS P.S.V. Kenecoch, 11-seater, (facing forward), certified 1965, excellent condition, £410.

1955 A.E.C. Reliance Burlingham Seagull 37-seater, radio and heaters, certified 1965, one private owner, excellent condition, £2,325.

1953 BEDFORD Duple Super Vega 35-seater, certified October, 1963, £1,200.

1952 BEDFORD Duple Vega 33-seater, radio and heater, £900.

1952 DENNIS Lancel full-fronted Yeates 37-seater, £950.

1951 LEYLAND Royal Tiger Burlingham Seagull 39-seater, £950.

1947 LEYLAND PS1 Burlingham 33-seater, certified 1962, £300.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, L. LEICESTER.

Phone 38102-3. 927-246

KIRKBY AND SONS (SALES), LTD.

SOUTH ANSTON,
NEAR SHEFFIELD.

1952 BEDFORD 33-seater Duple Vega, certificate of fitness 1965, choice of two, £1,050.

1953 BEDFORD 37-seater Duple Vega, certificate of fitness 1965, £1,200.

1956 BEDFORD 41-seater Duple Super Vega, £2,385.

1960 BEDFORD diesel 41-seater Plaxton, grey and blue exterior, red moquette, £3,400.

1958 A.E.C. Reliance 43-seater Harrington, front entrance, driver-operated door, very clean, £3,100.

1951 LEYLAND PS1 35-seater Plaxton, very clean, certificate of fitness £1,184, £525.

1953 33-seater GOMAX Plaxton, quarter roof lights, tubular racks, 1950.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY-TESTED COACHES.
Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANXFIELD 5305, DINNINGTON 577, WORKSOP 2963.

Southern Area, phone, Tavistock 2739. 927-186

WILLIAMS MOTOR CO. (MANCHESTER)

FOR THAT SMALL P.S.V.

USED VEHICLE.

1960, August, COMMER 11-seater (mileage 17,000), diesel engine, certificate of fitness 1967, £695.

1960, July, TROJAN 13-seater rural bus, 9,000 miles, diesel, certificate of fitness 1967, £840.

WE have a number of deals pending with other small coaches. Why not drop us a line or phone?

TRAFFORD STREET,

DEANSFATE, MANCHESTER, 3.
Phone, Dea 8781. 627-193

1958 LEYLAND Cub, 41-seater Duple Donington luxury body, first-class condition, certificate of fitness to 1965, £2,990, choice of two.

1958 A.E.C. Reliance 41-seater Plaxton luxury body, first-class condition, certificate of fitness to 1965, £2,900; choice of two. Apply: Red House Garage Co., Victoria Rd. East, Hebburn-on-Tyne. Phone 83-2145. 929-6427

1956 BEDFORD Duple, 41 seats, certificate of fitness 1966, immaculate, £2,150; 1952 Bedford Duple, 37 seats, certificate of fitness 1962, £1,200; 1951 Bedford Duple, 33 seats, certificate of fitness 1965, £900; 1951 Bedford Burlingham, 35 seats, certificate of fitness 1963, £1,350; 1953 Karrier, 14-seater coach, certificate of fitness 1963, £750. Hillside Coaches, Gardena Avenue, Luton. Phone, Luton 52166. 927-x7149

Used Passenger Vehicles (contd.)

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIC GARAGE,
LIVERPOOL STREET, SALFORD, 5.
Phone, Pendleton 5201.
EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES.

WE are now taking orders for Bedford, A.E.C. Leyland, Duple and Plaxton coachworks for 1962 season.

1950 COMMERCIAL 33-seater Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450. 927-376

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

NEW COMMERCIAL, diesel or petrol, 11-seater, new, finished to instructions, 3-4 weeks' delivery.

1960 BEDFORD diesel 41-seater, choice of two: one Duple, one Burlingham, small mileage.

1960 FORD Thames 41-seater Burlingham, choice of three: red interior, blue or red exterior.

1955 A.E.C. Reliance 41-seater all-alloy body, quarter lights, lift-up roof vents, excellent condition, choice of two.

1952 A.E.C. Mk. IV 41-seater Burlingham, red interior, also one 1951 41-seater Burlingham and one 39-seater, all with good certificates of fitness.

38 UXBRIDGE ROAD,

EALING, W.5.
Ealing 7987. 927-387

1959 BEDFORD 41-seater Plaxton, diesel, £2,950.

1956 COMMERCIAL TS1, 41 Duple, new engine and repainted, 5-year certificate of fitness, £2,350.

1950 LEYLAND PS1 Burlingham full-front 35-seater, repainted, £550.

1959 BEDFORD 29-seater Duple Vista, £1,850.

1948 BEDFORD 29-seater Duple Vista, £1,200, o.n.o.

29 Brand-new Duple seats for sale, £215.

H.P. And exchanges.

CONWAY HUNT, LTD., Bror Rd., Ottenhew. Phone, Ottenhew 461, day and night. 927-493

NEW PASSENGER VEHICLES

BEDFORD

TWO new BEDFORD Martin Walter 12-seater Utilibus P.S.V. vehicles in stock, painted red with cream flash, transverse seats, £773 each.

TOM BYATT (STOKE), LTD.

VICTORIA ROAD,
FENTON,
STOKE-ON-TRENT.
Phone 48581, ext. 24. 927-374

LEYLAND

NEW LEYLAND PD3/2

D/D C CHASSIS.

Automatic lubrication, pneumo-cyclic rearbrake. Specification includes rear stabilisers and air brakes, interior furnishings and point specification to customer's requirements. Fitted with 72-seat high-bridge Alexander body.

MILLBURN MOTORS, LTD.

GLASGOW, phone, Bell 4977.
CARLISLE, Carlisle 2542.
PRESTON, Longton 3255. 927-487

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Middlesex. Early delivery Kombi, Microbus, van, pick-up. 125 Old Brompton Rd., S.W.7. Fre 7711. 888-918

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

LIMESPREADERS, 4 x 4 Austin, P6; 6 x 4 Studebaker, P6, Kenwall bodies. Cheap. Headcorn 256. 927-a7380

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 229-882

1950 A.E.C. Matador with 20-ton low-loading trailer knock-out back axle, 21-ft. well.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 927-161

COMMERCIAL TS3 artic. with 23-ft. S.A.E. trailer, 1957.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barkingside, Essex. Dominion 5553. 927-348

Miscellaneous Vehicles (contd.)

NEW SCAMMELL Scarabs, favourable delivery.

NEW BEDFORD tractors, available immediately.

NEW SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

E. J. BAKER AND CO. (DORKING), LTD.

DORKING 3822. 927-315

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchangeable.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 927-225

Miscellaneous Vehicles (contd.)

L. F. DOVE (C.V.), LTD.

AUSTIN AND BROCKHOUSE DISTRIBUTORS.

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995.

IMMEDIATE delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres and a Brockhouse automatic interchangeable coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop-frame with automatic coupling.

L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Addiscombe 3131. 927-JR2

1958 B.M.C. tractor, 2-speed axle, complete with 1,650-cu.-ft. tanker pantechon van trailer, in very good condition, £650, 1956 tractor as above, £225.

2 Carruthers St., Liverpool, 3. Central 2647. 927-203

Miscellaneous Vehicles (contd.)

WHALEBONE MOTORS, LTD.
1960 BEDFORD, Scammell unit, 300 engine.
1958 BEDFORD, Comet unit, fifth-wheel coupling.
1952 ATKINSON unit, 61W Gardner engine.
Karrimore-Scammell coupling, recent overhaul.
SCAMMELL tandem-axle trailers.
NUMEROUS trailers, Scammell and fifth-wheel coupling, suitable for above.
10 12-TON low-loading trailer, 16-ft. well, 9.00 x 20 tyres, knock-out axle, fifth-wheel coupling.

WHALEBONE MOTORS, LTD.
239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 927-439

1958 FORD Trader diesel tractor with B.T.C. low-loader trailer, whole outfit in good condition, reasonable price.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-180
1957 BEDFORD-SCAMMELL 8-ton unit, 300 diesel, 20-ft. Scammell trailer, £420.
1955 BEDFORD 8-ton petrol Scammell unit with 23-ft. trailer, £350.
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.
23 8-T. Scammell 8-ton trailer, in immaculate condition, £250.
CHANDLER'S MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 927-305

BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engine, unregistered, £525.
ONE heavy-duty towing ambulance, twin solid tyres, apparently unused, £70.
W. VASS, LTD., Amphil, Bedford. Amphil 3255-6.
KARRIER 4 x 4, twin jib and power winch, £200. Arterial Motors, Derby 44593. 927-7136
AUSTIN 6 x 4 breakdown truck fitted winch gantry with blocks, good condition throughout, registered 1958, £300 o.n.o. Whiston, Cullumpton 3316. 927-x7260
NEW gantry type bodies with pulley blocks, £60 each.
R. LEWIS, 15 Farm St., Birmingham, 19. Nor 8913
A. and Har 3945. 927-150
A.E.C. Matador 4 x 4 breakdown recovery vehicle, reconditioned 7.7 diesel engine, new Harvey Frost heavy-duty crane with certificate, power winch, air brakes and new wiring cost over £1,600, to clear £1,300. Arch Frating Works, Frating, near Colchester, Essex. Great Bentley 210. 927-368
DIAMOND T 6 x 6 breakdown vehicle, power-driven winch and twin-boom crane, in good working order, £425.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 927-224
BEDFORD QL 4 x 4 with winch, first class.
MERTON ENGINEERING CO., LTD., Farns Rd., Feltham Middx. Phone, Feltham 6208, 3045. 927-451

CATTLE CONVEYORS AND HORSEBOXES

1958 Thames Trader 5-ton 4-cylinder diesel, fitted with 14-ft. 6-in. detachable stock container complete with decks, spring-assisted ramp, etc. immaculate condition throughout. Praill (Hereford), Ltd., Holmer Rd., Hereford, Phone 4221. 927-50
AUSTIN B.M.C. diesel 7-ton, 2-speed axle, power steering, latest model fitted with a new Jennings 19-ft. double-deck horse/cattle container, 7 ft. 6 in. headroom, in varnished self colour, remainder in light maroon, equal to new throughout, £1,225. Kitchens Garage, Cheshire, Phone, Mercury 2882. 927-201

Cattle Conveyors and Horseboxes Wanted

CATTLE Truck wanted, container type, 5-6-ton, or container only D. K. W. Cox, Preston, Drev-steinington, Exeter. 927-x7378

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £255, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 927-279

EX-W.D. VEHICLES

A.E.C., Albion, Austin, Bedford, F.W.D., Maudslay, Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
J. H. ROLLASON, Yorkford Hill, Romsey, Hants, Phone, Bransfield 395. 222-816

FOR sale, Vehicles and spares.
MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.
COMMERCIAL vehicles always required for dismantling.
SEND in your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton Bishop's Waltham 133. 222-868

A.E.C. Matador 4 x 4, full air brakes, low mileage, unregistered, C. Russell, 155 Milbank St., Northampton 26590. 927-343

A54

Miscellaneous Vehicles (contd.)

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 222-0780

1952 BEDFORD Luton 1,550 cu. ft., first-class condition, repainted and overhauled, new rear Michelin Metallics, sacrifice, £275. Phone, Conglestone 929-6402

AUSTIN B.M.C. vans for sale, 1,300 cu. ft. and 2,000 cu. ft., £500 and £1,200 respectively. Apply Frank Porter, Ltd., 77 London Rd., Derby. 928-6414

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 152 chassis with large-capacity boxvan body, two-tone blue.
AUSTIN 152 chassis, fitted with a Luton body, approximately 400 c.c. paint to choice.
AUSTIN S200 diesel chassis-cab, with boxvan body, full length side and rear roller shutters, colour green.
AUSTIN S200 30-cwt. petrol chassis-cab, fitted with Luton body, 600 c.c. colour to choice.
AUSTIN 3-ton F.G. diesel chassis-cab, fitted with 1,075 c.c. Luton body, paint to choice.
AUSTIN a large selection of AUSTIN trucks and vans, from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.

Hillside 8K22, Lat. 22. 927-35

1957 BEDFORD 3-ton Luton van, 20,000 miles only, clear floor area, no wheel boxes, power winch, £450. Lawton-Goodman, 135 Cricklewold Broadway, N.W.2. Gladstone 2229. 927-58

1956 DODGE diesel, 1,100-cu.-ft. pantechnicon, one owner, used on local deliveries only, excellent condition, ready for immediate service. Camkin Motors, Ltd., Sherborne, Dorset, Phone 681-2. 927-127

IMMEDIATE delivery new BEDFORD diesel 5-ton 1,250-cu.-ft. Luton (at Cardiff) Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Howard 1266. 927-103

1958 B.M.C. MORRIS diesel Luton van, 4-ton, 1,080 cu. ft., engine overhauled, moderate mileage, replaced by larger vehicle, £450. Terms arranged. Hicks Removals, 235 Summer Lane, Birmingham, 19. Ast 1320. 927-157

1956 B.M.C. 5-ton Luton van, 1,900 cu. ft., 5.1 diesel, very clean, ready to go to work, £525. Phone, Stepping Green 5522. 927-150

BLUEBIRD "Hi-bulk" Lutons, ex-stock Morris J2 440 c.c., £702 10s., unpainted; 2-ton FG S200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopcleeve, 927-463

1958 BEDFORD 4-ton Luton van, side shutter, approximately 1,000 cu. ft., £550. Regate 2263. 927-394

NEW FORD Trader, 6D, 1,860-cu.-ft. Luton van, painted grey, for immediate delivery. Ray Powell, Ltd., Tottenham 7771. 927-272

1955 FORD 4D 1,500 c.c., alloy body, £300.
PERRIN BRIGHT GARAGE, Penrhyn Rd., S.W.18, Van-dyke 6188. 927-291

TO 1,500 cu. ft. 1954 BEDFORDS, choice of five integral cabs, aluminium bodies, petrol, £365.
CUFFT, 1958 BEDFORD 400 diesel pantechnicon, Plymax body, £490.
CHANDLER'S MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 927-307

Luton Vans and Pantechnicons Wanted

WANTED, 1956 pantechnicons from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us tonight and day. Greenwich 2033, Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 927-304

MECHANICAL SHOVELS

1952 3-yd. Chassey shovel, P6 engine, very clean machine £175.
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 927-162

MOBILE SHOPS, CANTEENS, ETC.

SMITH'S used Carrier Bantam long chassis, 1960, completely equipped including "Carri-freeze" grocery shop, mileage under 5,000, £1,475. Also Commer diesel, 1957, £795 and Carrier Bantam, 1960, long chassis, 350 miles only, £1,395. 1960 Thames Trader Supermarket with deep freeze, £1,495 and Bedford, Fordson and Morris used mobile shops and canteens for all trades. Lawton-Goodman 135 Cricklewold Broadway N.W.2. Gladstone 2226. 927-55

MUNICIPAL VEHICLES

SIX refuse-collection vehicles, three Carrier CK3 low-side loaders, one Carrier CK3 rear loader, one Ford Consul side-loader, one Bedford side-loader. Disposal of above vehicles on account of contract expiring, seen working till 11.9.61. Offers for all or any, E. Norman-Sons, Ilkeston, Derbys. Ilkeston 5433. 927-x7202

REFRIGERATED TRANSPORT

IMMEDIATE delivery new Ford Thames Trader 11-ton 4D3 diesel refrigerated van of 320 cu. ft. capacity, Sparshatt container-in-body construction with Prestcold plant and holdover plates for -5 deg. £1,675.
J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsa, Portsmouth. Phone, Portsmouth 60161. 927-428

Miscellaneous Vehicles (contd.)

BEDFORD 30-cwt. refrigerated boxvan, complete with compressor, recently overhauled, new diesel engine. Over Hail Garages, Ltd., Staines Rd., Bedford, 927-281 Ashford 5741.

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Birdie Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, 6500 or £800 with diesel engine.

L. W. VASS, LTD., Amphil, Bedford, Amphil 3255. 222-841

ALBION second-hand ex-petrol tankers, 1,500-gal. capacity, three divisions, streamlined body, choice of six. Fishponds Motor Co., Bristol 653473. 930-6428

SCAMMELL tractor, 1948 Meadows engine, perfect condition, complete with 3,500-gal. 5-compartment aluminium spirit tank on Carrimore semi-trailer, tandem axles, 14.00 x 20 tyres, ex-petroleum company, £1,250 o.n.o. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 927-126

1952 LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump; choice of several.
1956 B.M.C. 1,200-gal. fuel oil or spirit tanker with pumps (petrol or diesel); choice of six.
1953 DENNIS diesel 1,500-gal. 4-compartment spirit tanker.

1950 AUSTIN diesel 1,000- and 1,200-gal. tankers, choice of 20, from £150 to £250 each.
1953 BEDFORD articulated 2,400-gal. 4-compartment spirit tanker with pumps; choice of several, excellent condition.

1956 BEDFORD diesel Scammell unit with 2,000-gal. 4-compartment trailer with pump.
1951 COMMER 1,800-gal. 4-compartment, very clean.

SEVERAL vehicle tanks only from 800 gal. to 3,600 gal.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 927-163

TWO new Scammell articulators, 1,600 gallon, pressure discharge. New Caledonian 4,000-gal. spirit tanker, New Austin 2,800-gal. tanker, lagged. Immediate delivery. Will separate either. 1957 Bedford tanker, 2,400 gallon, articulated. 1958 Leyland, 1,600 gallon, pressure discharge, 1953 pump.

HATTER BROS., AUSTIN agents of Grays. Phone, Purfleet 5488. 927-142

SELECTION of new tankers, various models.

SHERWOODS GARAGES, LTD.

110 HUNTON ROAD,

STOCKPORT

Phone 5083. 927-241

1,750-GAL. stainless-steel, single-compartment, insulated tank, gravity discharge, brand new, immediate delivery. Barton Towley, Ltd., Lancaster. 927-213

950-GALLON Bedford QL 4 x 4, excellent condition.
MERTON ENGINEERING CO., LTD., Farns Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 927-452

FODIN 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.
1950 ALBION 1,500 gal., four compartments, ex-petrol company, choice of three, £250 each.
E. CONNOR, 328 Brixton Rd., S.W.9. Brixton 7962, Sandstead 1777. 927-421

1956, July, ATKINSON 61WT, 740 unit, works reconditioned engine, new differential assembly, new radiator and rear springs, brakes relined, new 7.75-winch, 7.75, bolls available, complete with Butterfield 3,600-gal. 6-compartment spirit tank and one platform trailer, price £2,075. Russell Oil Co., Northampton. Phone, Chapel Brampton 2156. 927-x7510

1951 MORRIS-COMMERIAL 1,200-gal. tanker, three compartments, pink and black, £250 o.n.o. Pocock 3 Vyne Rd., Basingstoke 2582. 927-x7504

TIPPING LORRIES

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ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc. *zzz-913*

TRAFALGAR BRIDGE WORKS, Summer Rd., London, S.E.15. Rodney 3559. *zzz-602*

WHEELS

BEDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion sets, 20,000 in stock. **TURNER AND KNIGHT,** Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. *zzz-913*

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bant Street Works, Keasley, near Manchester. Phone, Farnworth 1884. *zzz-913*

2,000 Wheels in stock of all types and sizes. English and American. *zzz-935*

Spare Parts and Supplies (contd.)

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. *zzz-908*

SECOND-HAND wheels, most sizes in stock, remoulded as new. Philip Lee, Ltd., Rutland St., Ilkerton, Derby. Phone 3500. *927-6226*

50 750 x 20 8-stud, 3-piece road wheels. Anfield 4745. *927-446*

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. *zzz-930*

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 5237, for Bedford wheelbase extensions and York third-axle conversions. *932-6270*

ARTERIAL MOTOR BODIES, LTD., Salhouse Rd., Norwich, Phone, Norwich 46222, undertake guaranteed wheelbase chassis extensions on all makes. *zzz-901*

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W. 14. She 5152, 1426. *zzz-637*

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and replacing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. *zzz-823*

MISCELLANEOUS ADVERTISEMENTS

BUSINESSES, PREMISES, OFFICES, ETC.

HAULAGE department for sale, freehold, Bedford seven miles, Luton six miles, M1 motorway 2½ miles. Three-bedroom house (60 years old), two large living rooms, very large kitchen, all modern conveniences, bathroom, h. and c.

THREE-BEDROOMED bungalow and garage, newly erected, h. and c.

MAINTENANCE garage and workshop, 50 ft. by 30 ft., 20-ft. pit, only one year old.

GARAGE buys for six lorries and a number of other buildings.

OFFICE and telephone.

GOOD hard roadway and large stand for lorries, in all extending to 12 acres, with main electricity and water, price £8,000. Box CM2615, care of "The Commercial Motor." *928-6417*

HAULAGE tipping business for sale, £20,000 turnover, Essex area. Box CM2617, care of "The Commercial Motor." *927-6416*

BORDERS East/West Midlands, old-established removals, storage, transport business, large town but no national competition, six vehicles, four A, two B, £12,000. In addition commodious storage and garage premises can be purchased or leased, owner anxious to retire will give every reasonable financial assistance by way of H.P. and mortgage. Box CM2612, care of "The Commercial Motor." *928-8720*

DEVON. Old-established petrol filling station with model layout at road junction, 30,000 g.p.a.; modernized 3-bedroom house and shop, 160 acres, farm buildings, freehold, vacant possession, £150 s.a.s. Nick and Price, 79 Bourpost St., Barnstaple (phone 4388-9). *927-1*

1960 Bedford-Scammell 10-12-ton articulated with container boxvan body approx. 1,500 cu. ft. Comet engine, immaculate condition with A licence for London, Scotland, based north west, limited company.

HAULAGE business, Birmingham, comprising of 5 vehicles with A licences, approx. 10 tons for most goods, Great Britain only £1,950.

LIMITED company, based Manchester, two B licences, very wide user conditions, £450.

BEDFORD with A licence, north west area, limited company, £1,250.

1957 Bedford 7-ton long-wheelbase lorry with A licence, south eastern area, general goods, £1,975.

1959 Thames Trader 7-ton short-wheelbase (tipper) with B licence based Manchester, £1,350.

FULLER particulars of the above supplied on request and some hire-purchase terms are available.

WILDE AND BENNETT, LTD.

HADFIELD,
HYDE, CHESHIRE.
Phone, Glossop 2802-3.
AFTER HOURS 2356. *927-19*

GARAGE and filling station for sale as going concern on busy trunk road in West Fife, property and business of garage, filling station, also haulage licences and coach hiring. Ample opportunity for further development of site and business, for further particulars apply Malcolm, Jack and Matheson, Solicitors, Walmer House, East Port, Dunfermline. Phone, Dunfermline 2855-6-7. *927-14*

HAULAGE business including A and B licences, North Wales. Box CM276, care of "The Commercial Motor." *927-x7514*

Miscellaneous Advertisements (contd.)

STEEL-FRAMED building, 125 ft. by 120 ft., giving uninterrupted floor space approx. 15,000 sq. ft., steel-work as new, complete framework only, £2,950 delivered to site within 100 miles radius. *zzz-913*

E. L. PITT AND CO. (COVENTRY), LTD., Brackley Town Station, Brackley, Northants. *927-5*

SHEFFIELD. Open parking lot, 1,740 square yards, Shoreham St.-Queens Rd., suitable for commercial and heavy transport vehicles. Available for tenancy. For further details apply: *zzz-913*

H. 64 Fargate, Sheffield, 1.

HAULAGE business for disposal, South Cheshire district, 25-ton B licence. Box CM2618, care of "The Commercial Motor." *927-378*

10 TONS, East Midlands, A licence on two modern lorries, fully equipped. Box CM272, care of "The Commercial Motor." *928-x7477*

DIESEL injection business for sale, situated in Home Counties, fully equipped workshop, handling all types of injectors, also A, B, A.A. and N-type injection pumps. Full details from Box CM2620, care of "The Commercial Motor." *927-258*

Businesses, Premises, Offices, Etc., Wanted

HANDBAL MOVEMENTS require small A/B licence businesses for sale, state price and vehicle details to 2 Ragoon St. E.C.4. *zzz-925*

HAULAGE business wanted in the Cheshire Area. Tipping vehicles. Box CM2610, care of "The Commercial Motor." *928-6409*

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD,
HYDE, CHESHIRE.
Phone, Glossop 2802-3.
AFTER HOURS 2356. *927-37*

HAULAGE business, general goods, Mct. area, from 5-20 tons. Percy D. Sleeman, 38 Ladbroke Rd., Ealing, W.5. Ealing 7987. *927-366*

CONTRACTS FOR HIRE AND WANTED

OWNER-DRIVER requires contract for 8/10-ton lorry. Box CM2611, care of "The Commercial Motor." *927-x7331*

BULK haulage required for general A licence large-capacity tipper. Box CM2413, care of "The Commercial Motor." *927-406*

OWNER-DRIVER, based Liverpool, experienced all aspects of haulage, requires contract work, any part of the country, 8-wheeler and trailer available or would purchase vehicle to suit requirements. Absolute confidence. All replies answered. Box CM278, care of "The Commercial Motor." *927-x7501*

OWNER-DRIVER requires long-term contract, A or B vehicle to suit. Box CM279, care of "The Commercial Motor." *928-x7500*

Miscellaneous Advertisements (contd.)

CONTRACT HIRE

CONTRACT hire of Land Rovers and light vans.

DOMOBILES or 12-seaters for sale or hire.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62807. *927-501*

WE supply any size of vehicle on contract hire, for details contact: *zzz-823*

THE VINCENT FINANCE CO. (YEVOIL), LTD., Phone, Yeovil 2891. *927-173*

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240.

L. W. VASS, LTD., Amptnhill, Bedford. Amptnhill 3255. *zzz-815*

COVENTRY CLIMA and conveyance forklift trucks!!! A choice selection of electric, butane gas, petrol and diesel models from 2,000 lb. to 6,000 lb. capacity, 6 ft. to 12 ft. lifts. Full details, photographs and prices from Speed Electrics, Dept. CM, Church St., Baxford, Nottingham. Phone 75716. *928-6421*

Fork-lift Trucks Wanted

WANTED, 4,000-lb. 12-ft. lift, petrol or diesel, fork lift. Rosefield Salvage Co., Dumfries. Phone 533 or 862. *929-6403*

FORK LIFT PALLETS

SELECTION of steel and timber fork lift pallets, 40 x 32, 48 x 30, 48 x 40, 56 x 48, 72 x 48, etc., also 15-cwt. hand-elevating trucks and stillages. Rosefield Salvage Co., Dumfries. Phone 533 or 862. *929-6404*

INSURANCE

PAUL CHILDS, LTD., insurance specialists. See our displayed advertisement on page 34. *927-631*

SITUATIONS VACANT

A.M.I.M.I. City and Guilds A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto, diesel, auto, mechanical engineering, etc., write for 148-page handbook free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. *zzz-812*

VAUXHALL and Bedford salesman required. Write, giving fullest particulars, to Sales Manager, G.N. Ltd., 278-309 Balham High Rd., S.W.17. *927-6401*

EXPERIENCED commercial vehicle salesman of superior calibre, with first-class sales record, and with the practised ability to negotiate at all levels is required by progressive and long established Rotherham firm. In head office sales force. This junior executive position is a permanent pensionable appointment with excellent prospects and will appeal to the man with managerial ability unlikely to rise to executive status in his present employment. Apply in writing, giving fullest details to the Secretary, Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. *927-6399*

EXPERIENCED body shop foreman (for commercial vehicle body building). Must have experience in steel and alloy construction. Give full particulars of experience and wages required. Transport Trading Vehicles, Ltd., Clovelly Rd., Southbourne, nr. Farnworth, Hants. *927-6398*

Miscellaneous Advertisements (contd.)

GLOUCESTERSHIRE COUNTY COUNCIL

COUNTY SURVEYOR'S DEPARTMENT.

STOREKEEPER

AT THE CENTRAL REPAIR DEPOT, BARRACK SQUARE, GLOUCESTER. SALARY £760 PER ANNUM RISING TO £825.

Applicants must have had considerable experience in storekeeping methods, particularly in Civil Engineering Plant and Commercial Vehicle components. Canvassing will disqualify.

Forms of application obtainable from and must be returned to the County Surveyor, Quay Street, Gloucester, by October 14, 1961.

Shire Hall, Gloucester. GUY H. DAVIS, Clerk of the County Council. 927-13

WORKS Director.

A Vacancy occurs at Board level in a well-known transport company (based in London and Home Counties), for an energetic and ambitious young man with a strong engineering and managerial background. Salary is virtually no object if the right man can be found. Important nature of appointment necessitates company's anonymity at this stage. Apply in confidence stating full particulars to Box CM245, care of "The Commercial Motor." 927-6368

GOOD storekeeper/counter hand required, high wages with excellent prospects. Apply Green Garage, Ltd., 641 Staines Rd., Bedford, Middlesex. 929-6396

AUSTIN distributors on Merseyside require additional commercial sales staff.

COMMERCIAL vehicle salesman with experience in selling new and used vehicles.

ELECT salesman experienced in this field and able to negotiate at high level.

BOTH positions are pensionable with high basic salary, commission and car supplied.

APPLY to Commercial Sales Manager, Box CM262, care of "The Commercial Motor." 928-6390

B.M.C. And Vauxhall/Bedford Garage urgently require a skilled fitter, modern flat available, private pension scheme, good wages paid to suitable applicant. Please apply to Lousdon's Garage, Ltd., Royston, Herts. Phone, Royston 2281. 927-6415

AN assistant service manager is required by a vehicle distributor shortly opening a new branch in S.E. London; the successful applicant must be experienced in this field and able to organize and control staff. Write full details of education, experience and present salary to Box CM262, care of "The Commercial Motor." 927-425

Miscellaneous Advertisements (contd.)

MANCHESTER CORPORATION TRANSPORT

DEPARTMENT

REQUIRE

PROCESS AND PLANNING OFFICER.

THE successful applicant will be in charge of incentive scheme operation and of the rate fixing section at the Department's Central Repair Works and seven bus garages. Salary £1,310-£1,480 per annum. Preferable qualifications Final Examination I.Mech.E. or H.N.C. Further details and application forms from the General Manager, 55 Piccadilly, Manchester, 1. Applications returnable by Tuesday, October 10, 1961. 927-4

ELECTRICIAN required, conversant with all types of commercial vehicle electrical systems. Top wages to right man. Bonus scheme, pension scheme. Apply Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middx. 927-54

EXCELLENT opportunity for experienced part-time with Vauxhall and Bedford main dealers. Apply in writing, with details of age and experience to: Paris Manager, Lee Motors, Wimborne Rd., Winton, Bournemouth. 927-18

MOTOR coach private hire manager, experienced in organization and catering. Write for appointment to Stockland Garage, Ltd., Marsh Hill, Lrdington, Birmingham. 23. 927-156

PAINTER required by firm in Southern England. Knowledge of spraying an advantage, accommodation. Box CM269, care of "The Commercial Motor." 927-396

B.M.C. Distributors in Surrey require young man for commercial vehicle sales, some experience preferred but not essential, company car provided. Apply in writing with details of career, salary required, etc., to Sales Director, Wray Park Garages, Ltd., Reigate. 927-395

EXPERIENCED diesel and general fitter required, fleet of 20 coaches and lorries, excellent opportunity with expanding business and house on premises. Apply by letter, giving age and detailed experience, to John B. Street and Sons, Ltd., Ware Rd., Hertford. 928-87509

SALESMAN required by commercial vehicle distributors in Aberdeen. Whilst there is no age limit, applicants must be experienced in selling commercial vehicles. A starting salary of £900 is envisaged for more according to qualifications and a car will be supplied. Applicants must be prepared to travel within the area. This post offers scope to a man of ability and initiative. Write in confidence giving full details of age, experience and present salary to Box CM271, care of "The Commercial Motor." 927-88

TRAFFIC manager required for expanding north London A-licence fleet. Whilst general working knowledge of office side is required the main emphasis would be on ability to attract custom and expand. Good salary and commission with prospects of partnership without financial investment. Accommodation may be available. Write Box CM265, care of "The Commercial Motor." 927-6389

Miscellaneous Advertisements (contd.)

FITTERS, experienced in heavy commercial chassis and engines, required. Apply Box CM218, care of "The Commercial Motor." 927-125

STORES assistant, aged 20-25, required by heavy transport operator for stores issues and records. Box CM2412, care of "The Commercial Motor." 927-124

SITUATIONS WANTED

REMOVALS foreman seeks progressive position as depot foreman or assistant manager, some experience administration, estimating, licensing, South or West preferred. Box CM277, care of "The Commercial Motor." 927-507

DIESEL Engineer, practical experience with engines and diesel injection equipment, 20 years with all types of commercial vehicles. Available September 30. Southern counties preferred. Box CM2621, care of "The Commercial Motor." 927-259

WOMAN, experienced lorries, 10 tons, docks, long distance, seeks haulier willing to give trial, hard worker. Replies to all offers. Box CM274, care of "The Commercial Motor." 927-253

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 3½ million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 222-792

LARGE warehouse constructed of brick with steel and asbestos roof, suitable for all types of stores. Can supply transport for redistribution if necessary, long lease available. Apply Crappiers, 379 Cowley Rd., Oxford. Phone 73123, three lines. 932-6384

10,000 Sq. ft. storage collection and distribution services as required. Kemp Hauliers, Ltd., Mansfield, Notts. Phone 3338. 930-87530

TENDERS

METROPOLITAN BOROUGH OF

CAMBERWELL.

TENDERS ARE INVITED FOR THE SUPPLY OF

ONE

FORD NEW THAMES 7-CWT. VAN

WIRED AND FITTED OUT TO CARRY FIVE PORTABLE HEATED FOOD CONTAINERS.

Specification and Tender Forms on application to the Borough Engineer and Surveyor, Town Hall, Peckham Rd., London, S.E.5.

Closing date September 26, 1961. 927-6395

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PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S
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4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

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★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

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Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

Miscellaneous Advertisements (contd.)

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- One steel Cab No. 35. For Scrap.
- One alloy body No. 35. For Scrap.
- Two Thornycroft Nippon Articulated Tractors. Fleet Nos. 4 and 5. For Scrap.
- One Tasker Semi-trailer, straight-framed flat, 700 x 20 tyres, No. T.43. For Use.
- Two Tasker Semi-trailers, step-framed-sided, 700 x 20 tyres, Nos. T.46 and T.55. For Use.
- One Thornycroft Sturdy Star Alloy Body 6-cu-yd Tipper No. 34. Serviceable.

Above can be inspected at Montpelier Depot, Bristol.

- One 1956 6-wheel Albion Relvoir with Leyland 0350 engine and 21-ft. 6-in. Alloy platform body.

Can be inspected by appointment.

THOMAS SILVEY, L.

MIDLAND ROAD,

BRISTOL, 2.

927-12

JOHN HUDSON AVRO FILLING STATION, BAWTRY Doncaster 9 miles Retford 12 miles

Following the success of their first Sale, are pleased to announce their

Second Important Sale of Approx. 150 Light & Heavy Commercial Vehicles

including:

Modern Tipper and Platform Trucks

To Be Sold by Auction

by

F. G. JOHNSTON & CO.

on

SATURDAY, 7th OCTOBER, 1961

Sale to commence at 11 a.m.

Vehicles on view Wed., Thurs. & Fri. from 10 a.m.

Further particulars and Catalogues from the Auctioneers: Messrs. F. G. JOHNSTON & CO., 20, Moorgate Street, BOTHERHAM (Tel.: 51923) and 41, Nether Hall Road, DONCASTER (Tel.: 52080), or JOHN HUDSON, Avro Filling Station, Bawtry, Doncaster (Tel.: Bawtry 456).

FOR ALL NEW THAMES & USED VEHICLES DAGENHAM MOTORS

WOOLWICH

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TRUCK SALES DEPT.

Miscellaneous Advertisements (contd.)

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DISTRICT COUNCIL

REFUSE COLLECTION VEHICLE

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF A NEW FORD THAMES (DIESEL ENGINE) 10-CU.-YD. CAPACITY REFUSE COLLECTION VEHICLE. In part-exchange for 1955 model of same vehicle in good running order which may be viewed at Council Offices by appointment.

Tenders in sealed envelopes endorsed "Refuse Collection Vehicle" must be delivered to the undersigned by noon, October 5, 1961.

The Council do not bind themselves to accept the lowest or any Tender.

* Woodside.

Ross-on-Wye,

Herefordshire.

G. E. HARDY,

Surveyor to the Council.

927-81

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DIESEL, oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD. Coalville, Leicestershire. 222-859

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

ROAD TRANSPORT ENGINEER. Edited by T. G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

"MODERN CLEANSING APPLIANCES", by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

GOOD QUALITY CLINKER

Ungraded or graded for Blockmaking, Drainage, Roads, Etc., available in quantity for collection or delivered by road or rail.

C.A.E.C. HOWARD LTD.,
St. John's Works, Bedford.

Tel.: Bedford
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Sept. 22, 1961—THE COMMERCIAL MOTOR 95
(Supplement)

Be seated by...

RESIAL
MASTERFIT

COMMERCIAL VEHICLE SEATING of Quality

CAB SEATS specifically for:

- AUSTIN 120, Driver & Passenger.
- AUSTIN A101, Driver, Special Tipping Passenger.
- AUSTIN A35, Driver/Passenger.
- AUSTIN A35, Full Bench Seat or Two Passenger.
- AUSTIN 3 Way (Old Model), Driver/Passenger.
- AUSTIN 2, 2 & 3 TON (up to 1947), Original Bucket Seats.
- AUSTIN A30 and A33, Passenger.
- BEDFORD 15 CWT., Passenger, Tipping.
- BEDFORD 15 CWT., Passenger Two-seater.
- BEDFORD 15 CWT., Car Type Front Seats.
- B.M.C. "LD", Driver, Special Tipping Passenger.
- COMMER EXPRESS 5 CWT., Driver/Passenger.
- COMMER COB, Passenger.
- LAND-ROVER Car Type Front Seats.
- MORRIS J2, Driver or Passenger.
- MORRIS J2, J2L, Driver, Special Tipping Passenger.

Note: Also and full specification is available with single type seat in many cases for larger vehicles.

VAN REAR PASSENGER specifically for:

- AUSTIN 120, Workmen Lengthwise, Tip-up.
- AUSTIN REVEN, Fold-in-to-floor, No Purchase Tax.
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- AUSTIN A35 (10 CWT.), Floor Top Fitting Two-seater.
- B.M.C. "LD" Types, Workmen Lengthwise, Tip-up.
- BEDFORD 15 CWT., Workmen Lengthwise, Tip-up.
- BEDFORD 15 CWT., Floor Top Fitting Two and Three-seater.
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- COMMER EXPRESS 5 CWT., Fold-in-to-floor, No Purchase Tax.
- MORRIS J2, Workmen Lengthwise, Tip-up.
- MORRIS MINI-MINOR, Fold-in-to-floor, 8, Purchase Tax.
- MORRIS 3 CWT., Floor Top Fitting Two-seater.
- STANDARD 6 CWT., Fold-in-to-floor, No Purchase Tax.
- THAMES 15 CWT., Workmen Lengthwise, Tip-up.
- THAMES 17 CWT. (300), Floor Top Fitting Two-seater.
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Inspection are invited for special Seats for Body Builders.



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THE ONLY
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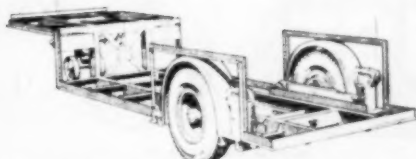
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FLEETGUARD ANTI-FREEZE

Specially formulated to meet the
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Readily available from stock.

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Head Offices and Warehouses: **GREAT EASTERN STREET, LONDON, E.C.2** 126, **GEORGE STREET, EDINBURGH, 2.**
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DUNDEE - EASTBOURNE - GLASGOW - HULL - INVERNESS - LEEDS - LIVERPOOL - MANCHESTER - NEWCASTLE-UPON-TYNE
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WHAT DO WE STAND FOR SIR?

We stand for More and More Miles between Relines—the elimination of Scored Drums—Lower
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Our **Don** **MAKE FULL USE OF**
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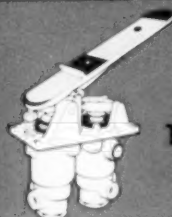


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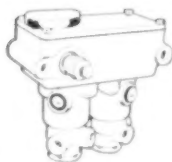
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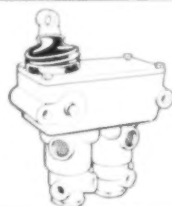
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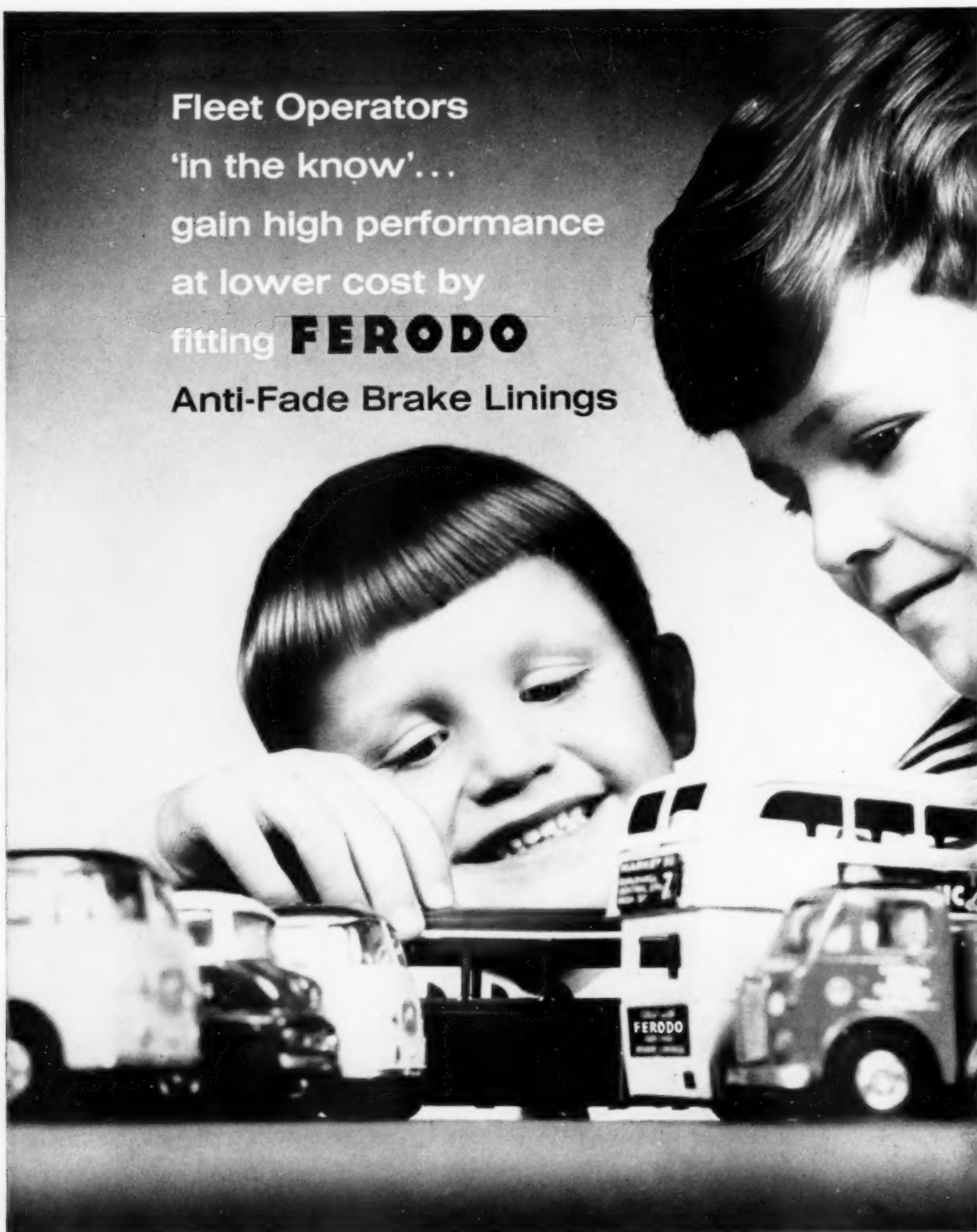
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